



INTERNATIONAL TRUCK OF THE YEAR 2018



**CELEBRATING
90 YEARS OF DAF**



**AWARD WINNING
TRUCKS DRIVEN**



**DRIVING DOWN
MEMORY LANE**

MotorTransport

**Commercial
Motor**

Truck & Driver



The long game

52 years ago a relatively unknown Dutch manufacturer dipped its toe into the fiercely defended UK truck market

WANT TO UNDERSTAND where a business is going? There's no better way than by looking at how it all started. On 7 July 1967 *Commercial Motor* gave a clear hint as to what UK truck operators could expect from DAF when technical editor Tony Wilding road tested a T1800 tractor. While noting that it was "just over a year ago that the first imports of DAF goods chassis arrived in Britain", Wilding quickly pointed out the T1800's "excellent fuel economy"; "sound construction" and "high degree of comfort". Taken all round, he reckoned: "This was a very satisfactory test."

Over the next 50 years, time and again *CM* would write the same thing after driving each new DAF model, only more so. Indeed, you won't find a better exemplar of DAF's ongoing commitment to constant product 'evolution' than its latest Euro-6 line-up of New LF, CF and XF trucks. As well as

delivering demonstrable improvements to an operator's bottom line, particularly on fuel economy, they also provide first-class driving comfort for drivers. After trying the latest CF and XF *CM* declared: "Like fine wines they just keep getting better with age."

Today, DAF celebrates its 23rd year as UK market leader above 6 tonnes. However, its rise to the top slot didn't happen overnight. While the very first DAF trucks sold in the UK were, to quote *CM*, "actually some years ahead of others in design", after an initial batch of 20 was imported in 1966 things went noticeably quiet.

It wasn't until 1973 that DAF Trucks (GB) was officially launched in Marlow (it would later move to Thame) where, under the stewardship of MD Dave Mansell, business boomed, with sales quadrupling. When Mansell moved to Eindhoven in 1978, his successor Phil Ives continued the company's rapid progress, and the rest, as they say, is history.

Ask what made DAF Trucks so successful in the UK and Ireland and I'd point to two

Words by: Brian Weatherly



decisions that over the next 45 years would underpin its relationship with its customers.

The first was the refreshingly open acknowledgment that, sooner or later, every truck breaks down. In 1974 DAF embraced that inconvenient truth with the launch of DAFaid. At a time when vehicles were nowhere near as reliable, durable (or sophisticated) as they are today, throughout the 1980s and 1990s whenever *CM* talked to DAF customers, DAFaid was consistently cited as one of the main reasons for buying the Dutch marque. Its reputation for quickly getting customers back on the road soon became legendary.

Today, DAFaid remains at the heart of the company's aftercare philosophy. Last year it handled 81,374 call-outs, with 679,000 phone calls answered within just 15 seconds.

The second key decision was the company's insistence that from the very beginning its trucks would be sold and supported by a network of highly motivated, entrepreneurial, independent dealers – a philosophy that remains firmly in place today. Now DAF has the largest network of dealers in the UK and Ireland, with 136 locations. They all apply the same ethos of putting the customer first and getting their vehicles back on the road as soon as possible to earn a living. Maximising uptime and productivity is an intrinsic part of DAF Transport Efficiency.

Using DAFcheck, the manufacturer's electronic vehicle maintenance record system, DAF dealers also work closely with operators to help them protect their Operator Compliance Risk Score (OCRS). Last year DAFcheck reached a significant milestone when DAF dealers throughout the UK and Ireland completed and registered 2 million individual 'jobs' in their workshops.

Furthermore, as annual test figures play a key part in an operator's OCRS, last year DAF dealers submitted 33,543 vehicles for annual test, achieving an average first-time pass for the entire network of 96.7%. However, every DAF dealer is focused on raising that figure ever closer to the magic 100%.

While many readers will know that all DAF LF middleweight-trucks are built at the Leyland Trucks plant, it might surprise you to learn that the same highly efficient Paccar-owned assembly plant builds almost all right-hand-drive (RHD) CFs and XFs too. Thanks to DAF's highly flexible manufacturing system, production of RHD CF and XF chassis can also be switched

Worthy winners

At the launch of the New DAF CF and XF, I flippantly dismissed them as having little more than new sun visors. After getting inside them, I started to change my mind. After driving them, I completely changed my mind! The latest versions of both the CF and XF really are a big improvement over their predecessors. And it's not just me who feels like this. Last November, at the Solutrans Commercial Vehicle Show in Lyon, France, the New CF and XF range fought off tough competition from the Iveco Stralis NP and Scania XT to be crowned International Truck of the Year (IToY) for 2018.

To win this prestigious accolade, a new truck has to make a contribution to road transport efficiency, based on several important criteria. These include technological innovation, driver comfort, road safety, driveability, fuel economy, environmental footprint and total cost of ownership. With their more fuel-efficient drivelines, new TraXon gearboxes, plusher interiors and intelligent auxiliaries, the latest CF and XF do this in style.

Announcing the winner, IToY chairman Gianenrico Griffini commented: "With the introduction of the XF/CF series, DAF has delivered a heavy-duty truck range that sets a new standard in terms of driveline energy efficiency and overall performance." I agree with him, and judging by DAF's market share, so do you.

Will Shiers, Commercial Motor editor and UK IToY jury member

between Leyland and DAF's home town plant in Eindhoven to keep order lead times to a minimum.

Leyland is also home to one of DAF's parts distribution centres (PDC), and while all DAF dealers maintain a high level of parts stock, the PDC operates an overnight parts supply service in support of vehicles off-road, whereby items ordered by a dealer before 6pm at night are delivered to their premises for 8am the following morning ready to be fitted.

By the time you read this, after 30 years in Thame, DAF Trucks will have moved its operations to a brand new £20m HQ consisting of offices and training facilities in nearby Haddenham. Yet for all its impressive new facilities, I'd be surprised if there were any change in the relationships DAF continues to share with its customers. Having laid down such a strong marker on product quality and service support all those years ago, I can't see that happening. After all, it's got DAF to where it is today...and that's a firm foundation for the next 50 years.



Heating

The new heating system is more efficient, while a rest heat function allows drivers to use the residual heat from the engine to warm the cabin.

Sun visor

The redesigned sun visor not only enhances the external appearance, it also improves the aerodynamics.

Engines

Power comes from the multi-torque Euro-6 MX-11 and MX-13 engines. Maximum power has been increased across the range, and there's a new 530hp range-topper.

Logo

The most striking change is the redesigned chrome and aluminium-look DAF logo bar. The strip helps give a clear place for the logo, while fine chrome surrounds around each of the letters help it to stand out.

Aerodynamics

Aerodynamics have been greatly improved to aid fuel economy. This includes closing the gap between the upper and lower cab areas, and there are now radiator flow guides to channel air more efficiently into the engine.

Gearbox

The ZF TraXon gearbox is now standard. Available with 12 or 16 speeds, there's now even more torque in top gear thanks to multi-torque, which holds the gear for longer. Combined with a wider spread of ratios to enable down speeding, the driveline is now more efficient than ever.

At a glance

The New DAF CF and XF have slippery new exteriors, engine innovations, and improved drivelines, which together help to slash fuel consumption by up to 7%. While their ability to sip fuel will please operators, the numerous interior enhancements will appeal most to drivers



Interior

Wider colour options include a new cognac dash option, plus there's a new font for the instrument cluster, as well as revised controls for the interior lights (on the dash and the back wall of the cab). All the speed controls have been moved to a convenient position on the steering wheel. Perhaps the most important change to the interior is that most of the switchgear is now completely configurable. Many buttons can be placed on a panel that is suited to the driver or application, which means less-relevant buttons can be put out of reach, while more useful ones are brought closer to the driver.

Rear steering

A new electro-hydraulic steering system is fitted to 6x2 and 8x2 rear steer configurations. The system is light and simpler, improving reliability and uptime.

Weight

Huge efforts have been made to strip weight from both models. The FTG saves 130kg, but for weight-sensitive articles the FTP offers 400kg extra payload. Optional rear disc brakes on the CF FAD, with a single reduction rear bogie, save 250kg.

Grille

Chrome strips across the grille on all models help highlight the revamped fronts. The XF also gets silver mesh.

Axles

The new trucks feature a high-efficiency rear axle with low-friction wheel ends. There's also a range of faster ratios starting from 2.05, and to reduce friction losses there's low-friction rear axle oil with new bearings and seals in the rear axle.





Want efficiency

...then DAF's revised CF tippers with their weight savings and quick responses will be a welcome addition to any hard-working fleet

IT WILL TAKE a keen eye to spot many of the revisions to the new DAF CF tipper, but once introduced to the wealth of tweaks across the manufacturer's CF and XF ranges it will certainly give you something to talk about.

Both the CF and XF get a host of changes to refresh the look of the trucks. Of greatest prominence is the silver bar across the front, mounted on which is the DAF logo that is now accentuated with a narrow chrome outline. A small change, perhaps, but one that

helps the logo to stand out on the front of the vehicles. There are now silver stripes along each of the grille slats, while the lower lip of the bumper is now also silver. The mesh between the grille slats of the CF (and LF) is black as standard on the CF but comes in silver on the XF, further differentiating the models. As with the alterations to the CF and XF it is perhaps the subtler changes that are the biggest. A new sun visor, again with a silver strip, is part of a host of aerodynamic tweaks that in isolation contributes a 0.5% fuel saving, but when added up brings the total savings to 7%.

On the XF there are radiator guides to better channel the air around the front, while

Words by: George Barrow



“For us the weight reduction is a massive bonus and it makes a big difference to our business. We’ve seen a 300kg payload gain with the new CF 8-wheeler, with a tare of under 12.5 tonnes with full diesel and AdBlue tanks. We are back to achieving the 19.5 tonnes payload that we used to have with Euro-4 trucks 12 years ago. On short-distance work this could equate to 3 tonnes of extra payload a day.”

Andrew Simmons

Transport manager, Middleton Aggregates

Performance off road is also of paramount importance for tipper operators who do not want to get caught out over uncertain terrain. The TraXon gearbox, now fitted as standard across the whole CF and XF range, has a number of clever new software settings for differing applications. Liquid transport, heavy haulage and on/off-road driving are all considered with the new transmission’s software settings. In the CF tipper there is a noticeable and welcome difference between the on- and off-road characteristics of its performance. While on road the focus is very much on efficiency, limiting revs and holding gears longer, switch to an off-road surface, however, and the TraXon suddenly becomes performance orientated.

Gearshifts happen quicker, even quicker than they already do in the uprated box compared with the outgoing AS-Tronic transmission. Fast gearshifts are matched with a clutch that closes quicker, both of which contribute to a snappier and more responsive performance. If a gear change is required on a poor surface the vehicle is in no danger of getting bogged down, and were the worst to happen the faster response time of the TraXon means it can be switched between forward and reverse gears more quickly to help get the truck unstuck. If that sounds too complicated, the CF can still be specified with a conventional 16-speed manual gearbox, but you would be removing one of the better features of the new trucks.

Changes to the CF and XF are without doubt significant improvements, but it is the alterations to make them application-specific that really helps the new range stand out. The CF tipper is as capable off road as it is on, and combines efficiency with action. For a hard-worked aggregate or muckaway vehicle, the new range gives you every chance of making more money, and that is an update worth talking about.

and action...

the upper gap in the mesh grille is now filled on all but the 530 to improve fuel savings.

Visual changes are only the beginning, however, and on the CF tipper it’s weight savings that make the difference to the package. Its lightest possible configuration sees a 250kg total weight reduction thanks to two main factors. A smaller engine after-treatment system, reduced in size by 40%, can be paired with optional disc brakes on the rear bogie, saving approximately 150kg and 100kg, respectively. Other more minor changes – including a reduction in wiring from the loom to the new configurable interior switches and some engine weight savings – help round-off the reductions across the models.





Mass appeal

DAF's CF gets a range of subtle upgrades that makes it an even more desirable vehicle for drivers and fleet operators alike

SITTING BEHIND THE wheel of a DAF CF is a bit like putting on a pair of really comfortable work boots. Yes, there are newer, more expensive boots available, but they might give you blisters. You know exactly where you are with a CF. Somehow it just feels right.

Like the New XF, the latest CF has had an internal makeover. The changes aren't radical, but are welcome nonetheless. Perhaps the most obvious is the use of new in-cab colours. While black is standard, our test truck has the optional cognac finish.

There's a new instrument font too, which makes all the dials that little bit easier to read. We particularly like the speedometer, which has mph on the outer ring, and km/h on the inside. The digits are large and clear, and easy

to see at a glance. It's such a simple thing, but certainly appreciated.

Also new is a rotary dial for the interior lighting. Located in the centre of the dash, it allows you to easily switch from red driving light to spotlights. A dimming function alters the light intensity.

Moving all the speed controls onto the steering wheel was a good move, as they're now so much more intuitive. They're safer too, as drivers no longer need to take their eyes off the road or their hands off the wheel to engage them. Most of the dashboard switchgear is interchangeable now, allowing drivers to group the switches to their personal preference.

A completely new climate control unit, which can also be operated by the rear wall control unit, incorporates a rest heater. This fuel-saving device uses the engine's residual heat to warm the cab, and will last for the duration of a 45-minute break. However, this standard feature has been deleted from our

Words by: Will Shiers



FTP CF450, presumably to comply with pet-reg rules.

DAF has taken weight out of the entire CF range, which is great news for weight-sensitive tanker operators. The FTP is some 400kg lighter than a regular 6x2, and another 180kg saving can be made by specifying the MX-11 over the MX-13. Top power for the smaller engine is still 449hp (2,200Nm/2,300Nm at 900rpm), and it proves perfectly adequate for shifting our fully-laden tanker.

We are big fans of ZF's TraXon gearbox, which in this case incorporates DAF's liquid transport software. It's a clever piece of kit, which has a shift strategy developed specifically for tanker transport. We discover that the truck tends to set off in third gear, resulting in less aggressive acceleration and has a shift strategy designed to counteract oscillation of the load. While we are carrying 30,000 litres of water, there is something far more interesting in the fuel tank. The entire



DAF range of engines is approved to run on the so-called paraffinic diesels HVO and GTL, and all three of the trucks tested here are using the former. Although it's fractionally dearer than diesel, well-to-wheel carbon emissions are 90% less, so it should appeal to environmentally conscious fleet owners. Trucks don't require any modifications to run on either fuel, and they don't affect service intervals or warranty conditions. Driving performance is unaffected too, and indeed we aren't even aware of what we are running on until the end of our journey.

Part of our drive takes us down the old A40 Stokenchurch Hill, which is a great chance to try out the CF's engine brake. It proves to be incredibly effective, and by continually toggling between the three stages, we make the entire descent without once touching the footbrake.

Britain's favourite fleet truck has definitely just got better. Returning to our work boots analogy – DAF has given them a shine, and added a fur lining!

"We've got eight of the New CFs, and we're really pleased with them. They're excellent fleet vehicles, they're extremely reliable, and they're helping with driver retention

too. The new ones have only been on the road for a month, so it's too early to talk about fuel economy, but we are definitely expecting to see an improvement."

Peter Ham, workshop general manager, R Swain Group





The engine room

Under the cab is where DAF's CF and XF see the most significant changes to meet the promise to improve overall productivity

WHILE THE LATEST CF AND XF range features admirable improvements all around the vehicle, it's under the cab that the most significant advances are found. Nowadays it's all about lots of small incremental improvements combining to make significant changes. In the case of the latest Paccar engines, this starts with enhanced engine internals and ancillaries aimed at reducing parasitic losses.

Starting at the very heart of the engine, the combustion chambers have been redesigned, and compression ratios increased, while injector design and operation have been improved. New turbochargers are optimised for different power outputs. Around the periphery of the engine, variable speed pumps for engine oil, cooling and steering assistance mean that they don't have to work harder than is needed, while new battery energy monitoring helps to maximise uptime.

A key route to improved efficiency, regardless of internal changes, is the concept of downspeeding, as the mechanical losses within an engine increase as its speed

Words by: Colin Barnett



"The New XFs are already delivering superior economy over the company's same-spec DAF CF models, averaging 8.5mpg and improving week on week. Over 12 months and compared with the CFs' average economy of 7.83mpg, this represents an increase of 8.6%. Fuel, of course, is the big cost, and we're delighted that the new XFs are providing a significant uplift in economy."

Karen Stalker
MD, Stalkers Transport Services

increases. The slower you can make it work effectively, the better. The 12-speed ZF TraXon transmission used in the DAFs is able to provide a wider spread of ratios, in turn allowing a longer final drive ratio to be used in conjunction with the direct-top gear option that DAF favours, giving more relaxed high speed cruising without compromising usability in the lower gears. On UK spec trucks, ratios as low as 2.21:1 are used, with some European applications going as far as 2.05:1.

Axle efficiency doesn't stop at the ratios, either. An improved design of crown wheel and pinion, with a new grinding process producing a more efficient mating surface, combines with lower viscosity oil, with less of it, and new low-friction wheel bearings, to make further incremental gains.

The net benefit of the engine efficiency improvements is more power throughout the range, an extra 20hp for most ratings, and

torque, with torque curves lower down the engine speed range. In addition, the new multi-torque feature releases an extra 150Nm in top gear, aiding the downspeeding concept still further.

We sampled the latest driveline in an XF480 artic, fully loaded to 44 tonnes. Walking around the XF before setting off, the benefits of the improved packaging of the emissions equipment were obvious, including the 40% more compact exhaust after-treatment unit and its associated AdBlue tank, tucked out of the way under the cab floor. Once aboard, and having spent a few moments setting up the various parameters for the adaptive, predictive and downhill cruise control systems, we selected D and headed out into the Oxfordshire countryside.

Saving the electronic powertrain aids until reaching the open road, we were able to appreciate the smoother and slightly faster gear shifts from the TraXon 'box, but more impressive is the speed with which the background operating software is able to make its decisions. Once we were rolling, it didn't take long to get into the truck's favourite place, top gear, where it just wants to stay, happily rolling along at engine speeds well down into three figures, keeping those frictional losses at bay. If that feels counter-intuitive, it isn't nearly as much so as the strategy of the EcoRoll function, engaging neutral well before the crest of many hills to allow 44 tonnes of momentum to carry

the unit over the top with minimal fuel usage. One improvement over the previous generation, though, is that the economy mode is much less intrusive, allowing the driver a bit more freedom when progress is a higher priority than economy. The promised overall productivity improvement from the many incremental changes was a key factor in winning the IToY title and the promise certainly seems to have been fulfilled.





DAFining moments

From humble beginnings to global truck manufacturer, we take a look at the highlights of DAF Trucks' first 90 years

ON 1 APRIL 1928, the highly talented Dutch engineer Hub van Doorne started a small construction workshop in a corner of the local Coolen brewery in Eindhoven, The Netherlands – the same building that today houses the DAF museum.

Initial work included welding and forging for the city and local companies such as lamp and radio manufacturer Philips. But the Great

Depression inspired van Doorne and his brother Wim to expand their services. By 1932 the workshop had evolved into a trailer manufacturing business and the company name was changed to Van Doorne's Aanhangwagen Fabriek (Van Doorne's semi-trailer factory), abbreviated to DAF.

The high payloads of the trailers and semi-trailers that left the factory stood out from the competition. This was because the original and innovative welding used to make the trailers significantly saved weight.

Another unique invention was the DAF container trailer, which debuted in 1936 and was designed to quickly load and unload containers from a railway carriage. This was an early example of intermodal transportation and made DAF one of the world's first suppliers of container trailers.

The birth of a truck company

In 1949, the first DAF truck entered production and the company name was again changed, this time to Van Doorne's Automobielen Fabriek. A



Small beginnings: the workshop in a corner of the brewery where it all began

A Paccar company

In the early 1970s, International Harvester bought a 33% stake in the Dutch truck maker, with the government and van Doorne family retaining the rest of the shares. In 1975 it sold its car division to Volvo, allowing it to concentrate solely on trucks and buses.

The company merged with Leyland Trucks, forming DAF NV in 1987. The new company traded as Leyland DAF in the UK and DAF elsewhere. Financial difficulties resulted in DAF NV going bankrupt in June 1993. The fall-out from this saw management buy-outs in the Netherlands and the UK, resulting in the formation of DAF Trucks, Leyland Trucks and LDV. In 1996, American truck maker Paccar acquired DAF Trucks and two years later added Leyland Trucks to its portfolio. All LFs and right-hand-drive CFs and XFs are today assembled at Leyland.

DAF Trucks' timeline

Founding of Hub van Doorne Machinefabriek en Reparatie-inrichting, Eindhoven

Start of trailer manufacturing

The first commercial vehicles roll off the line



Images: DAF Trucks

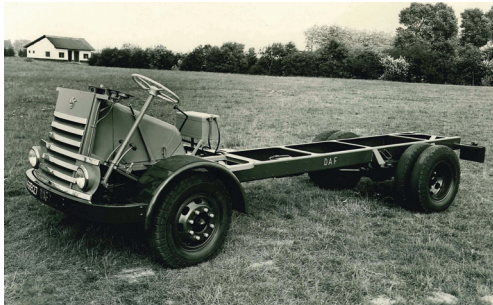


Boxing clever: the DAF container trailer from 1936



Outsourcing: early DAF trucks were driven to a local bodybuilder to have their cabs fitted

Factory built: the DAF T60 was the first DAF to be fitted with a factory cab



Off the line: the DAF factory in the 1950s

Evolving design: the 1969 DAF 218 featured a tilting cab



Introduction of the first turbocharged DAF engine
1959

Opening of cab and axle plant in Westerlo, Belgium

DAF introduces Europe's first international roadside assistance service (ITS)

1965

1972

1952

DAF YA328 – Army Truck 'Dikke DAF' or 'Impressive DAF'

1957

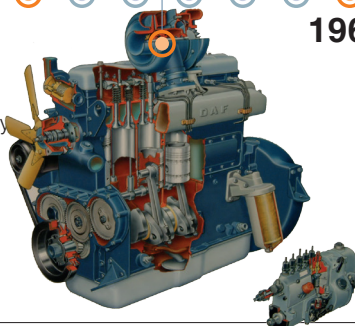
Opening of the DAF engine factory

1955

Production of the 10,000th truck chassis

1969

DAF 218 – First tilting cab design





Celebration: the 90th Anniversary Limited Edition XFs are available in three colours and feature a hand-crafted original DAF badge

International Truck of the Year wins

At last year's Solutrans Show in Lyon, France, the New Generation DAF CF and XF were jointly crowned International Truck of the Year 2018. It is the truck maker's fifth win.



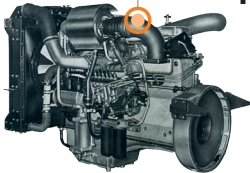
- 1988 – DAF 95
- 1998 – DAF 95XF
- 2002 – DAF LF
- 2007 – DAF XF105
- 2018 – DAF CF and XF



DAF Trucks' timeline

DAF is the first truck manufacturer to introduce engine turbo intercooling

1973



Trailer production discontinued

1979

Production of 250,000th truck

1984



Introduction of ATi – Advanced Turbo intercooling

Merger with Leyland Trucks to form DAF NV

1985

1987

Bankruptcy and MBO resulting in formation of DAF Trucks NV

1993



Introduction of the first Super Space Cab

1994



year later, a dedicated truck factory was built and production started on 3-, 5- and 6-tonne truck chassis. By 1955 it had produced 10,000 trucks. A year later this had increased to 20,000.

In the early days, DAF installed Hercules and Perkins petrol and diesel engines, but in 1957 it designed and began manufacturing the first DAF-branded engines.

Two years later DAF improved the DD575 diesel engine by adding a turbo charger, a groundbreaking achievement at the time. In 1973 it became the first truck maker to introduce turbo intercooling. This new technology was initially developed to meet the demand for higher engine outputs and lower fuel consumption.

In the 1980s DAF launched ATi (Advanced Turbo intercooling), which provided further power and efficiency gains through the refinement of injection technology and an optimised shape of the combustion chamber.

DAF unveiled the Paccar MX engine in 2005. It is now installed in all its heavy-duty trucks and more than 40% of Kenworth and Peterbilt trucks.

Cab sets new standards

The first DAF trucks from the late 1940s and early 1950s left the plant as chassis cowl. In front of the engine was the characteristic grille with its seven chrome bars. Fitted with a temporary wooden seat, the chassis were driven to bodybuilders for the mounting of a locally made cab.

In 1951 DAF introduced its own cab, with round corners and a slanted front grille for better aerodynamics. Driver comfort was enhanced with the introduction of a suspended seat.

90th anniversary issue

To celebrate its 90th anniversary, DAF is producing a limited-edition XF tractor unit. Available in three colours (Jamaica blue, rouge flame or anniversary black), the 250 trucks will be fitted with the 530hp MX-13 engine.

Although UK buyers will have a choice of 4x2 or 6x2, only the latter will be available in right-hand-drive.

The trucks will feature colour-coded strips on their grilles, and an historic DAF badge below the windscreen. These handcrafted metal logos cannot be bought as a spare part. Any 90th anniversary edition owners looking for a replacement badge will be required to show proof of ownership first.

The top-of-the-range trucks have subtle interior enhancements, including leather seats embossed with the classic logo. There is also an illuminated numbered plaque at the top of the steps.

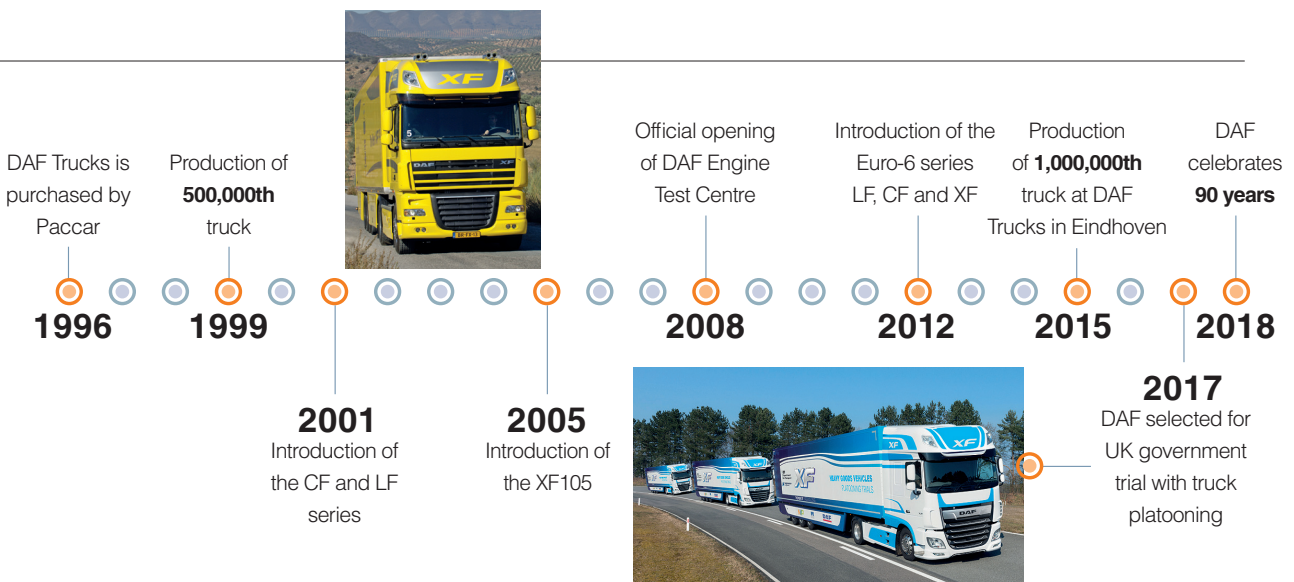
All buyers get a gift set, which includes a leather travel bag, jacket, pen and wallet.



DAF further improved driver comfort with the first cab designed for international transport in the 1960s. The DAF 2600 offered two beds and windows all around for a spacious feeling and optimal view of the road. Power brakes and power steering were just two of numerous new features.

DAF was one of the earliest manufacturers to introduce a tilting mechanism for the cab-over engine model in 1969. It greatly improved maintenance access.

The now legendary Space Cab appeared in 1988, enhancing the manufacturer's appeal for drivers. It was joined by the larger Super Space Cab six years later.





Daft about old DAFs

Three DAFs are put to the test in the Netherlands, all part of the Dutch manufacturer's 90th birthday celebrations

AS PART OF its 90th anniversary celebrations, DAF held a special ride and drive event at its Eindhoven test track. In addition to a full range of modern trucks, journalists were given the chance to experience a number of classic vehicles. We made a beeline for this trio.

DAF FA2600DKA

Launched at Amsterdam's RAI Show in 1962, the DAF 2600 was an instant success.

It featured an optional sleeper cab with twin bunks. While the upper one could be stored flush against the roof when not in use, the lower one telescoped inwards to form two outward-facing seats. It was revolutionary at the time and *Commercial Motor* waxed lyrical about it, describing the cab as a "true masterpiece of design ingenuity".

It noted that creature comforts were in abundance and included variable-intensity

instrument lighting, a cigarette lighter, door-operated interior lighting, no fewer than four ashtrays, a roof vent, quilted engine-cowl cover incorporating a useful tray for papers and small items, lockable glove compartment, adjustably-

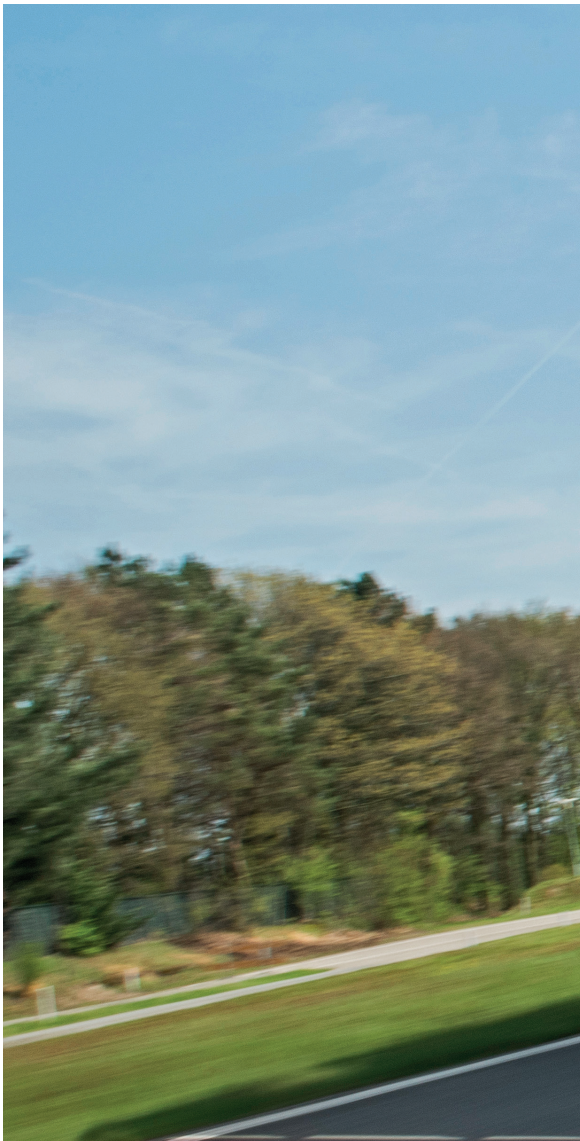
sprung driving seat and parallel-action windscreen wipers. Initially powered by a Leyland 11.1-litre engine, later versions got DAF's own DK, DKA and DKB lumps. As soon as *Commercial Motor* got behind the wheel of one in 1963 it christened it 'The Flying Dutchman'.

The 2600 had the world's first truly modern cab and was an instant international transport hit. It also became a popular sight on the Middle East run.

Specifications

Model	DAF FA2600DKA
Year	1970
Max power	237hp at 2,200rpm
Max torque	825Nm at 1,300rpm
Gearbox	ZF AK 6/90 12-speed
Wheelbase	4.75m
GCW	40 tonnes

The new look: antiquated by modern standards, the 2600's cab was obviously at the top of its game in the early 1960s



Between 1962 and 1974 some 15,000 DAF 2600s rolled off the line, raising the Dutch truck maker's profile across Europe and, in particular, the UK.

About this truck

This beautiful 1970 2600 drawbar outfit is owned by Roland Slenders. It has covered 1.2 million km, the bulk of which were driven by his father Frans, who worked for the DAF's previous owner, Jan Kuijken. The truck was retired in 1983 and parked up in a corner of the yard. Slenders acquired it a decade ago and embarked on a full restoration. It is coupled to a 1973 DAF-built trailer.

On the road

Proud owner Slenders doesn't let me drive his pride and joy, instead chauffeuring me around DAF's test track. He tells me he has had some



Words by: Will Shiers



bad experiences with journalists, none of whom managed to get to grips with the truck's 12-speed ZF gearbox.

To be honest, this was probably a wise move. I remember that the Matchbox DAF 2600 car transporter I had when I was a child was extremely easy to drive, and indeed clocked-up hundreds of miles on my bedroom carpet, but I suspect that this would have been an entirely different ball game.

Sitting in the passenger seat gives me the opportunity to look around the cab, which, while antiquated by modern standards, was obviously at the top of its game in the early 1960s. We have driven numerous British trucks from this era, which, in comparison, are like medieval torture chambers. Slenders is on a sprung driver's seat, a real novelty at the truck's launch. In front of him is a basic but easy-to-read instrument binnacle containing a



handful of dials and switches. “This is all you need,” declares Slenders, pointing to the rev counter and speedometer.

As the latter creeps up to 60km/h we have to raise our voices to communicate. The truck’s sound-proofing was class-leading in its day but things have definitely moved on in this respect. Slenders, a truck driver by trade, handles

the gearbox like a pro, shuffling the giant bus-like steering wheel between his hands.

“I prefer to drive this to a modern truck,” he tells us. “My father used to love driving it, and now so do I.”

When we stop, I take the opportunity to try out the lower bunk. The dimensions are almost acceptable and, despite having an extremely thin mattress, feels reasonably comfortable. For drivers used to sleeping on a wooden board suspended between the seats in their day cabs, this must have felt palatial.

At the time of the 2600’s launch, *Commercial Motor* declared: “We should like to meet the driver who would not feel at home in this cab.” Well, I have to admit that I too feel perfectly at home in it – but then I have only been in it for 20 minutes and suspect I might have a different opinion after a four-week round-trip to Tehran.

DAF FTG3600DKZ

In 1973, DAF replaced its long-running 2600 model with the 2800. Under its tilting cab was a choice of engines, including DAF’s 11.6-litre DKS (320hp), Europe’s first intercooled turbo-diesel engine.

Wider than its predecessor, the new cab required three windscreen wipers. This is, of course, a characteristic of the current XF.

Maximum power was boosted to 353hp in 1977 and five years later the 3300 burst onto the scene.

With its 330hp DKX engine, it proved a popular choice with international hauliers.

The final

development of this truck came in 1985 with the launch of the now legendary 3600 ATi, which featured advanced turbo intercooling. The most powerful version, with the DKZ engine, was

good for 373hp. The arrival of the Space Cab resulted in the most desirable DAF built so far.

In 1987 the 3600 was superseded by the DAF 95, which featured an all-new cab. Thirty-one years later that cab – albeit heavily modified – is fitted to the XF.



About this truck

This 1987 3600 FTG 6x2 tractor started its life in France, where it was coupled to an asphalt tipping trailer. The truck was imported back to the Netherlands 10 years ago by current owner Gerrit Maarten van Die.

On the road

Although this example dates from 1987, the actual cab was launched way back in 1973. As I sit in the air-sprung driver’s seat and admire my surprisingly plush surroundings, I wonder what British drivers must have thought about the truck when they first accessed the cab. What would it have felt like to hand back the keys to a Guy Big J or Atki

Specifications

Model	DAF FTG3600DKZ
Year	1987
Max power	373hp at 2,000rpm
Max torque	1,420Nm at 1,250rpm
Gearbox	ZF 16-speed
Wheelbase	3.8m
GCW	50 tonnes



DAF 44

I know it's not a commercial vehicle but I can't resist having a quick drive in a 1974 DAF 44.

The car, launched in 1966, was considerably plusher and larger than its Daffodil (later 33) sibling. Externally it resembles a shrunken Triumph Dolomite, which is presumably because both cars were penned by design house Michelotti. Inside it is cramped and I feel like I am wearing it rather than driving it.

The 2-cylinder 844cc flat-twin engine

generates a claimed 40hp so performance is best described as lethargic. But while it is uninspiring driving forwards, things get a lot more lively in reverse.

Like other DAF cars the 44 is equipped with the Variomatic continuously variable transmission, allowing it to travel just as fast backwards as forwards.

This peculiar trait resulted in some highly entertaining all-DAF banger racing in the Netherlands in the 1980s when the cars were close to worthless.

During its eight-year production run, some 167,902 of these 44s found buyers. It is a rare car in the Netherlands and even more unusual in the UK, where just 14 are still registered.



Specifications

Model	DAF 44
Engine	2-cylinder flat twin 844cc
Max power	40hp
Gearbox	Variomatic, continuously variable transmission
Production years	1966 – 1974

Borderer and climb into something as advanced as this?

Although it is no XF Super Space Cab, the 3600 still feels relatively modern today and is certainly easy enough to drive. It doesn't take me long to get the hang of the ZF 16-speed gearbox and soon I am thundering around the test track with a massive grin on my face.

The best aspect of driving this truck is the noise it makes under full throttle. Proud owner van Die tells me it has a Peterbilt stack, which is what gives it such a fantastic growl. I crack open the driver's window for a better earful.

As I come to the end of my drive, van Die tells me about the truck's lengthy and challenging restoration. It took him about a decade to get it to this standard, a lot of that time being spent sourcing original parts. Apparently one of the trickiest to find was the original sun visor.

He loves driving it as much as I do and has even been known to bring it to the UK on camping

holidays (pulling a converted semi-trailer caravan).

Having spent 20 minutes behind the wheel of this truck, it is easy to understand why the 3600 had such a great reputation and why it is still remembered fondly by so many drivers and operators.

Size matters: wider than its predecessor, the 2800's new cab required three windscreen wipers





INTERNATIONAL
TRUCK OF THE YEAR 2018

DAF CF AND XF

International Truck of the Year 2018



Industry experts agree: Improved fuel efficiency, superb driver comfort, excellent manoeuvrability. Drive the world's leading truck and experience it for yourself. Find out more at www.daf.com

A PACCAR COMPANY DRIVEN BY QUALITY

DAF