

DRIVELINE



DAF's LF for Euro 6 comes with the new four-or six-cylinder PACCAR PX engines with a wide choice of power outputs, gearboxes and rear axle ratios, so that for every application the right driveline can be specified. These new Euro 6 drivelines guarantee an optimal combination of power and efficiency. Novelties are a manual nine-speed gearbox and a new SR1339 rear axle for heavier applications.

PACCAR PX-5 engine



The completely new 4.5 liter PACCAR PX-5 four-cylinder is the ideal power unit for inner-city distribution. It is available in three variants, from 112 kW/150 hp to 157 kW/210 hp. It offers Euro 6 technology with the lowest emissions. And of course low fuel consumption as you are used to from DAF.

PACCAR PX-5 engines are clean and economical besides being also very reliable. The PX-5 can go up to 60,000 miles between service intervals. The active particulate filter only needs cleaning after 320,000 km or 5 years. Various engine functions and components are clustered in a single module. This also keeps maintenance costs low and is good for your return.

PACCAR PX-7 engine



Just like the MX series, the PACCAR PX engines are newly developed. The 6.7 litre PACCAR PX-7 six-cylinder is at the top of this line. In four versions with outputs from 164 kW/220 hp to 231 kW/310 hp. This powerful engine is ideally suited for the new LF for distribution applications. The PX-7 is powerful and efficient, smooth and clean. And it's maintenance friendly.

A distribution truck must do the job without problems. This is why maximum deployability is the basis of the reliable PX-7 design. Low maintenance contributes to your return. With service intervals up to 60,000 km and a particulate filter that only needs cleaning after 320,000 km. The PX-7 is also equipped with a single multibelt and various functions and components are clustered in a single module. For low maintenance costs.



Exhaust gas aftertreatment for Euro 6

To meet the stringent Euro 6 emission requirements while ensuring the highest fuel efficiency, DAF has combined its advanced PACCAR Euro 6 engines with various exhaust gas after-treatment technologies: an SCR catalytic converter and a diesel particulate filter. The ultra-modern common rail fuel injection system allows high pressures and enables the possibility for pre-and post-injection, or a combination of both to be applied. This produces a finer atomization of the fuel and many more possibilities to optimize combustion. The result: as low as possible emissions and noise, and the best possible fuel economy. And because the temperature of the exhaust gases can be controlled effectively, it is possible to optimize the integration of the engine with the exhaust gas after-treatment system.

What matters, in addition to the exact composition of the exhaust gases, is to achieve the correct temperature in the soot filter. The basic principle is to allow passive regeneration of the soot filter by enabling the ideal conditions to be created by the engine. This is why the exhaust manifold at most of the PACCAR Euro 6 engines is encapsulated, as well as the most essential parts of the exhaust system. If despite of this, the temperature of the exhaust gases drops too low due to a specific vehicle application, the engine will switch to active regeneration.

The SCR catalytic converter has also been designed to maintain optimum temperatures. Thanks to its smart coating, it is able to achieve maximum performance

across a wider range of temperatures, which means that the engine can function optimally and in the most efficient way.

Transmissions



The new LF comes standard with manual gearboxes with five or six gears which are equipped with cable shift for comfort by low shifting forces and short gearshifts. The new cable shift is maintenance free and contributes to an even lower noise.

New is a nine speed manual gearbox from ZF, which is suited for higher torques up to 1100 Nm and therefore ideally applicable for use on heavier LF models within for example container and construction transport.

An AS Tronic automated gearbox with six gears is optional for the DAF LF. For special applications, the fully automatic Allison 3000 Series will be available for use in a.o. fire trucks and garbage collectors.

Wide choice of gear ratios



The final part of the driveline is formed by a single reduction rear axle and a wide choice of gear ratios. The lightest axle, a five tons SR 5.10 comes with a gear ratio of 4,10:1, while the SR 5:14 offers a choice of seven gear ratios ranging from 3,31:1 to 6,33:1. The 8, 10 and 11 tonne axles offer a choice seven different ratios ranging from 3,31:1 to 6,33:1.

For additional loading tolerance on the 18/19 ton LF also a new, robust SR13.39 rear axle is available, particularly interesting for countries that allow more than 11.5 tons on the driving axle. The new 13-tonne axle is available with ratios of 3.73, 4.10, 4.56, 5.13 and 5.63.