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Press release from DAF Trucks

DAF Transport Efficiency Product enhancements for 2015

- MX-11 and MX-13 enhanced for improved efficiency and performance
- Predictive Cruise Control, Predictive Shifting and Eco Mode add up to fuel saving opportunities of 4–5%
- 72 dB(A) Silent Mode for urban night-time operations
- Predictive Cruise Control and Predictive Shifting ‘see road ahead’
- Lane Departure Warning System and Advanced Emergency Braking System promote active safety
- Driver Performance Assistant update delivers real-time tacho feedback

Eco Mode from DAF Trucks is sure to interest economy conscious operators in 2015. Eco Mode is the new standard feature on all Euro-6 PACCAR MX-powered CF and XF models. By reducing engine torque by just 10% in all but top gear, Eco Mode reduces fuel consumption by a significant 1%. If necessary, a touch of a button briefly re-engages the engine’s full-torque characteristics before returning to Eco Mode shortly after.

Another important product enhancement is the new ‘**Silent**’ mode available on CF and XF models powered by the Euro-6 PACCAR MX-11 engine. Introduced principally for urban night-time deliveries, **Silent Mode** is engaged by the driver by simple activation of a dash-mounted ‘Silent’ button. Beneath the cab, engine software alters performance characteristics to reduce noise levels to less than 72 dB(A).

Predictive Cruise Control and **Predictive Shifting**, now available for the first time in the UK on Euro-6 CF and XF models with 12-speed AS Tronic transmission, uses GPS technology to accurately pinpoint the truck’s map position while looking ahead to anticipate inclines and descents. With three pre-programmed settings, the driver can choose the ideal balance of hill climbing speed and fuel economy; Predictive Cruise Control then adjusts the speed for the road ahead while Predictive Shifting selects the best gear.

Both systems work in tandem to keep the truck in its highest gear for as long as possible while maintaining the ideal rpm range. Thanks to its ability to ‘see’ the approaching crest of a hill, the system can anticipate the decline by injecting less fuel into the engine.

In conjunction with Adaptive Cruise Control, DAF can now offer UK operators its Advanced Emergency Braking System (AEBS). In an emergency, this active safety system is designed to brake the vehicle independently of the driver.

Remaining with active safety systems, DAF can also make available to UK customers its new **Lane Departure Warning System (LDWS)**. Based on 'machine vision' technology, LDWS is designed to prevent lane-wander by alerting the driver with an audible warning if he or she is unintentionally about to cross lane markings on either side of the vehicle.

DAF Transport Efficiency goes further, with detailed engineering enhancements to PACCAR MX-11 and MX-13 engines – enhancements which lead ultimately to even greater fuel efficiency.

Improvements specific to PACCAR MX-13 engine performance, which include a new camshaft, revised valve timing and a new two stage water pump, have resulted in performance benefits for engine braking, too. The **MX Engine Brake**, now controlled via a three-stage, steering column-mounted stalk, can be specified with, or as an excellent alternative to, a retarder while offering real benefits to cost, weight (without Intarder) and fuel consumption.

Further weight savings on the FAD CF 8x4 chassis will be welcomed by tipper and mixer operators. Payload on the FAD CF already benefitted from the Euro 6 introduction of the PACCAR MX-11 engine which is 180kg lighter than the MX-13. Further weight reduction measures include revisions to the front suspension and availability of aluminium air tanks enabling another 107kg to be carried.

Specifically for the driver, DAF's **Driver Performance Assistant (DPA)** is standard across the DAF range. With intuitive controls and a central display on the instrument binnacle, the driver benefits from comprehensive feedback on fuel consumption and, importantly, levels of anticipation during key driving events, particularly braking. In addition, the central information display provides advice about how to save fuel.

As a new feature on 2015 models, tachograph details can be viewed on the central information display, giving the driver a clear overview of driving and resting times to avoid infringements.

New, improved **cab collars** and **air deflectors** are also introduced to further boost fuel economy. For sleeper and Space cab CF models, the new air management kit features a roof deflector that is 10cm longer and cab collars that are 5cm longer, both optimised to match to trailers of 2.55m overall width.

Tyre Pressure Indication is standard on all 4x2 rigid and tractor models across the LF, CF and XF ranges.

Aftersales and Back-up

While boosting both productivity and safety, as these product upgrades certainly do, a truck fleet's whole-life-cost savings are where aftersales support can have a dramatic effect on an operator's bottom line. Fortunately for DAF customers there's DAFaid, DAF MultiSupport R&M packages, DAF Parts, PACCAR Finance and DAF Telematics – all combining to provide operators with a total transport solution, and all in support of DAF's Transport Efficiency programme in 2015

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