



CF

LEADING IN VERSATILITY


THE ULTIMATE ALL-ROUNDER

The DAF CF: the ultimate all-rounder. Available as a rigid and tractor unit. With two, three or four axles. With single or double drive. With a range of spacious and comfortable cabins. And with a wide range of powerful Euro 6 engines, which are now even more efficient thanks to further refinements. For distribution and bulk or tank transport or for heavy-duty use in the construction industry. The CF range offers a custom solution for every transport need.





CF 460 FAD 8X4



STYLISH The CF features the same sturdy and elegant appearance as the XF and LF. The striking grille and the attractive chrome panel with the DAF logo are real eye-catchers. There is ample space above for your company name. The attractive front design continues in the mudguards, cab collars and fenders. For optimum aerodynamics and maximum fuel efficiency.

WELL THOUGHT OUT The CF is available with three cabin variants: the practical Day Cab, the spacious Sleeper Cab and the extra spacious Space Cab. Attractive and stylish on the outside, comfortable on the inside. Design and functionality go hand in hand. Take the aerodynamic corner spoilers, for example. They give that additional distinctive touch to the appearance and guide the air flow so that the door handles remain clean.

ROBUST The CF can handle a few knocks. It has a strong bumper made from galvanised steel that protrudes slightly forward to protect the headlights. Their covers are made from unbreakable Lexan. The CF Construction is specially designed for applications requiring regular off-road driving. The specific bumper is mounted high to create a large 25° approach angle. Combined with a 40-cm ground clearance—thanks in part to the use of ‘straight’ front axles—this provides excellent driving properties on unpaved roads.

STRONG AND ELEGANT



ACCESSIBLE Getting in and out easily is important in a truck in this class. Carefully positioned handles and convenient illuminated steps contribute to this. Models with the PACCAR PX-7 engine or MX-11 engine have a practical low cabin floor of only 1.18 m, while models with the MX-13 engine have a height of 1.25 m. This means two or three steps are sufficient. The aluminium steps have a non-slip tread for extra safety.



VISIBLE Safety starts with good visibility. The cab of the CF has the largest glass surface in its class. The low position of the cab also provides a perfect overview, as do the carefully positioned mirrors. The driver can see between the mirrors and the A-pillar of the cab — and even between the mirrors themselves. A camera can be located at the front or side of the cab as an option, for even more all-round visibility.



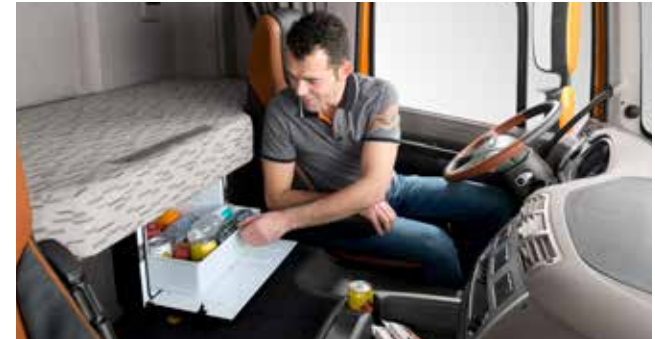
INNOVATIVE The CF has the same attractively styled headlights as the XF with H7 halogen lighting as standard. LED technology for the dipped beam is available as an option — a first in the truck industry. This ensures the largest light output, minimal energy consumption and a maximum service life. Practical cornering lights in the bumper are also available. These shine in the driving direction for even more comfort and safety and less chance of damage. The optional LED rear lights are another new feature.





PLENTY OF SPACE

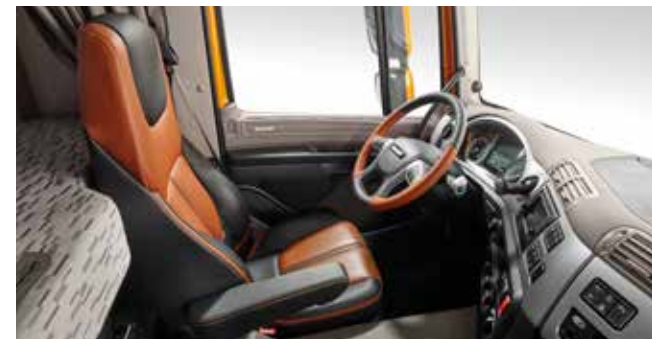
PRACTICAL The cabin of the CF exudes pure quality. Durable materials and the high-quality finish ensure that the interior looks neat and well presented, even after years of intensive use. That also benefits value retention. In addition, the interior is extremely practical. All cabins are equipped with many useful storage compartments and plenty of storage space. The central console has a generous storage area with two handy bottle or cup holders and the rear wall has a reading light with a control panel for the interior lighting and optional auxiliary heater.



SPACIOUS The interior of the CF offers maximum living and working space. That applies to the Day Cab, the Sleeper Cab and the extra spacious Space Cab, which has an interior space of no less than 11 m³. The standing height of 2.23 m is unrivalled in its class, as is the total storage space of around 900 litres. This includes three large compartments above the windscreen, with space for a microwave. The 660 litres of storage space under the bunk can accommodate the optional drawer refrigerator of 30 litres.



COMFORTABLE All drivers—tall or short—will find their ideal sitting position in the CF. The latest generation seats offer excellent seating comfort and are fully adjustable. Seat heating and ventilation are available as an option, as is the attractive leather interior featuring seats and steering wheel upholstered in a chic copper colour. This gives the interior an extra luxurious feel. The bunk (with a mattress that is 202 cm long and 12 cm thick) ensures excellent sleeping comfort — particularly if the Xtra comfort mattress with pocket springs is chosen. Optimum air and ventilation flows add the final touch to comfort in the cabin.





ERGONOMIC The dashboard has been completely designed with the driver in mind. With all the controls and instruments exactly where you would expect to find them. Switches are grouped clearly by function. The three DIN slots provide space for the optional camera monitor or Truck Navigation Radio with radio/CD player, truck navigation system and USB connection. A fully integrated DAF Truck Phone is also available, which allows two mobile phones to be connected simultaneously via Bluetooth. Both are operated from the steering wheel and phone numbers and names are displayed on the dashboard.

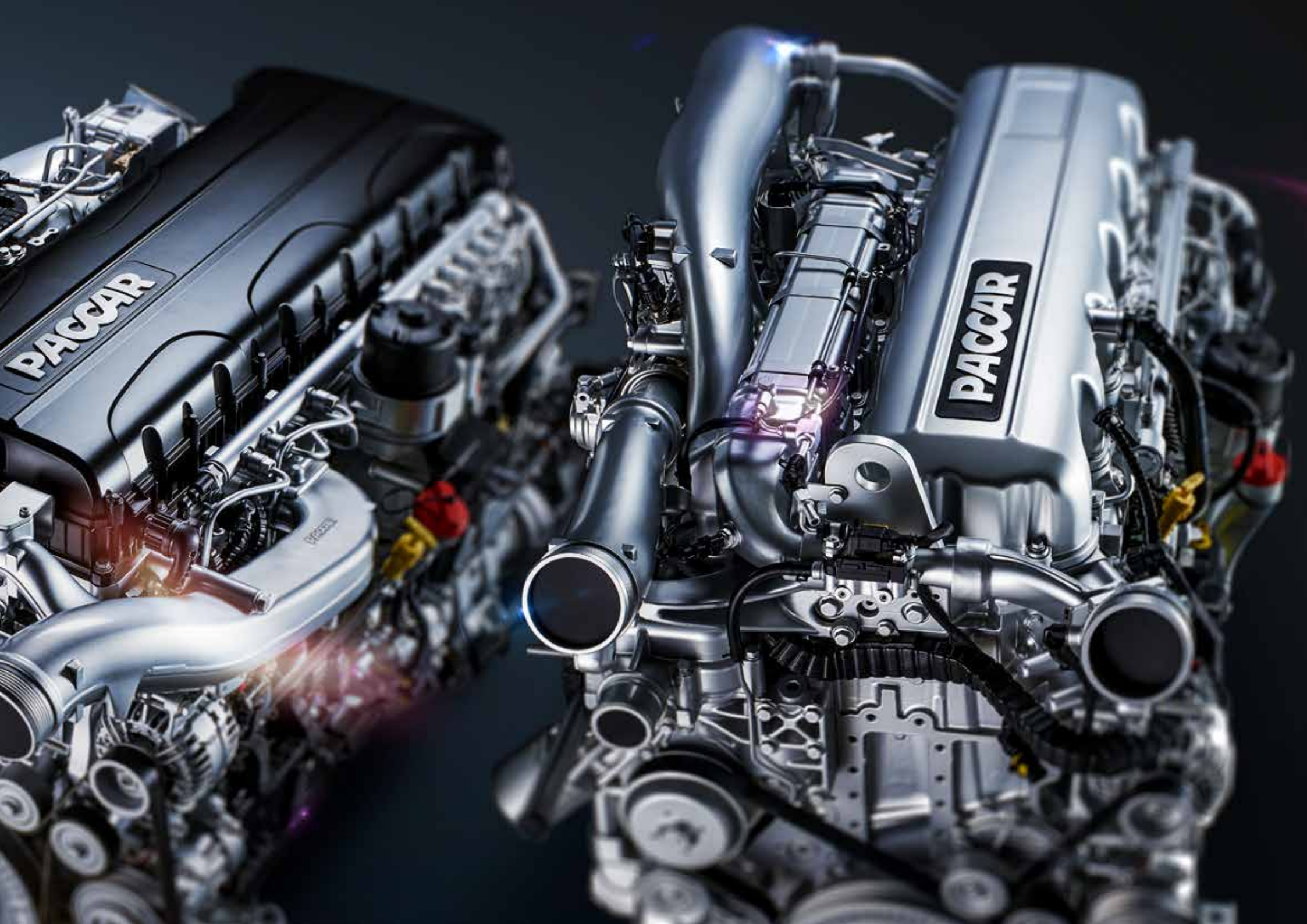
INFORMATIVE The CF has the same instrument panel as the XF, including the modern colour display. The DAF Driver Performance Assistant (DPA) helps the driver to drive as economically as possible and provides information about fuel consumption, braking behaviour and tyre pressure. Information from the tachograph is now projected on the central information display, giving the driver a clearer overview of driving hours and speed. The screen also displays when the truck's next service inspection is due, ensuring timely maintenance and maximum vehicle efficiency.

SAFE Safety for the driver is paramount. The reinforced cab structure with pre-programmed front and rear crumple zones plays an important role here, as does the unique energy-absorbing cab suspension. This means that the cab moves backwards in a controlled manner if there is a rear-end collision. The dashboard is equipped with shock-absorbing zones to limit or prevent potential injury to the knees in the event of a collision. An airbag in the steering wheel, combined with safety belt tensioners on both seats, is available as an option.





MAXIMUM EFFICIENCY



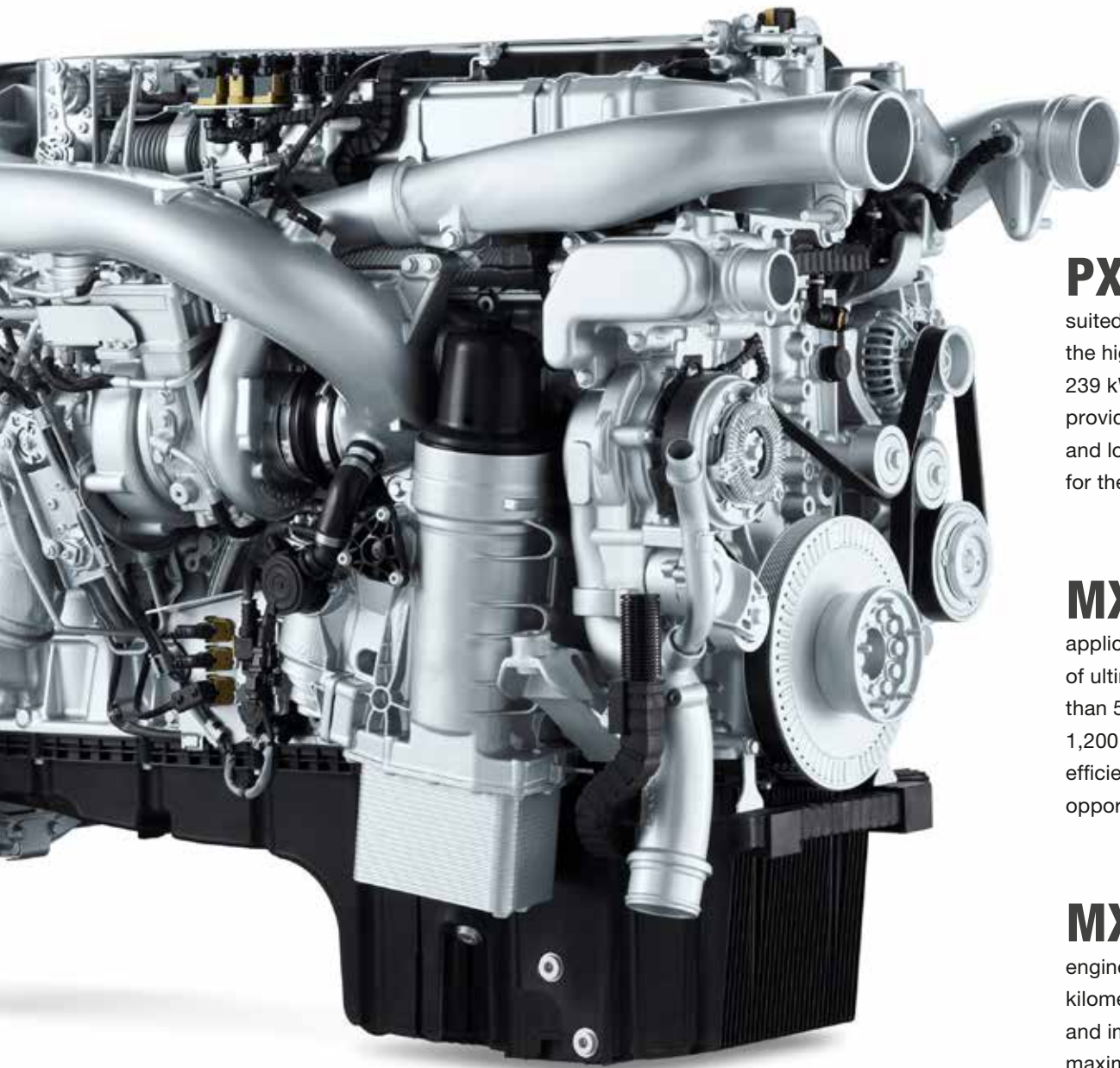
DAF developed three engines for the CF: the 6.7-litre PACCAR PX-7, the 10.8-litre PACCAR MX-11 and the 12.9-litre PACCAR MX-13. All available with a variety of power and torque ratings. The strict Euro 6 emission requirements are met thanks to ultramodern and thoroughly tested technologies including common rail fuel injection, a turbo with variable geometry, exhaust gas recirculation and ingenious exhaust gas after-treatment. Further refinements mean that they are now even more efficient. Good for the environment and for your returns.

RELIABLE Maximum availability and reliability along with low maintenance costs all contribute to your return. With service intervals of up to 60,000 kilometres for the PACCAR PX-7 and 150,000 kilometres for the MX-11 and MX-13. In practical terms, that means just one maintenance visit a year and therefore maximum vehicle availability. Well thought out design features such as the combined unit for the fuel filter and moisture separator and the single multibelt keep the service costs low. And the wiring harnesses are encapsulated with foam to maximise reliability. Unique in the industry.

EFFICIENT The PACCAR Euro 6 engines in the CF are clean and efficient. Engine and exhaust gas after-treatment work perfectly together thanks to intelligent sensors and software. The result is excellent performance together with a very favourable fuel consumption. The standard Eco Mode (on models with the PACCAR MX-11 or MX-13 engine) reduces the engine torque by 10%, except in the highest gear. This is because most situations will not require full acceleration, though this option is still available at the touch of a button. In day-to-day use, Eco Mode means additional fuel savings of 1%.

CLEAN DAF's aim is that the particle filter should regenerate passively as much as possible. For the lowest possible fuel consumption. That is why, for example, the exhaust manifold for the PACCAR MX-11 and MX-13 engines is encapsulated to preserve as much valuable heat as possible. The SCR catalytic converter has also been designed to maintain optimum temperatures. A smart coating ensures maximum effectiveness over a wider range of temperatures. This allows the engine to run properly and as efficiently as possible. Cleaning intervals for the particle filter are up to 500,000 kilometres, depending on the engine type and use.





PX-7 This powerful, quiet and economical 6.7-litre engine is highly suited for intensive distribution transport, with the lowest unladen weight for the highest possible payload. Available with ratings from 172 kW/234 hp to 239 kW/325 hp and corresponding torque output from 900 to 1,200 Nm. This provides excellent driving characteristics, with favourable fuel consumption and low emission values. The low noise level is nice for the driver and good for the environment.

MX-11 Ideal for distribution transport, but also for more demanding applications where a low unladen weight and the lowest fuel consumption are of ultimate importance. The PACCAR 10.8-litre MX-11 is available in no fewer than 5 variants (210 kW/286 hp to 320 kW/435 hp with maximum torque of 1,200 to 2,100 Nm) and is up to 3% more economical than the already highly efficient MX-13. It is also 180 kilograms lighter. This means even more opportunities to further increase your return.

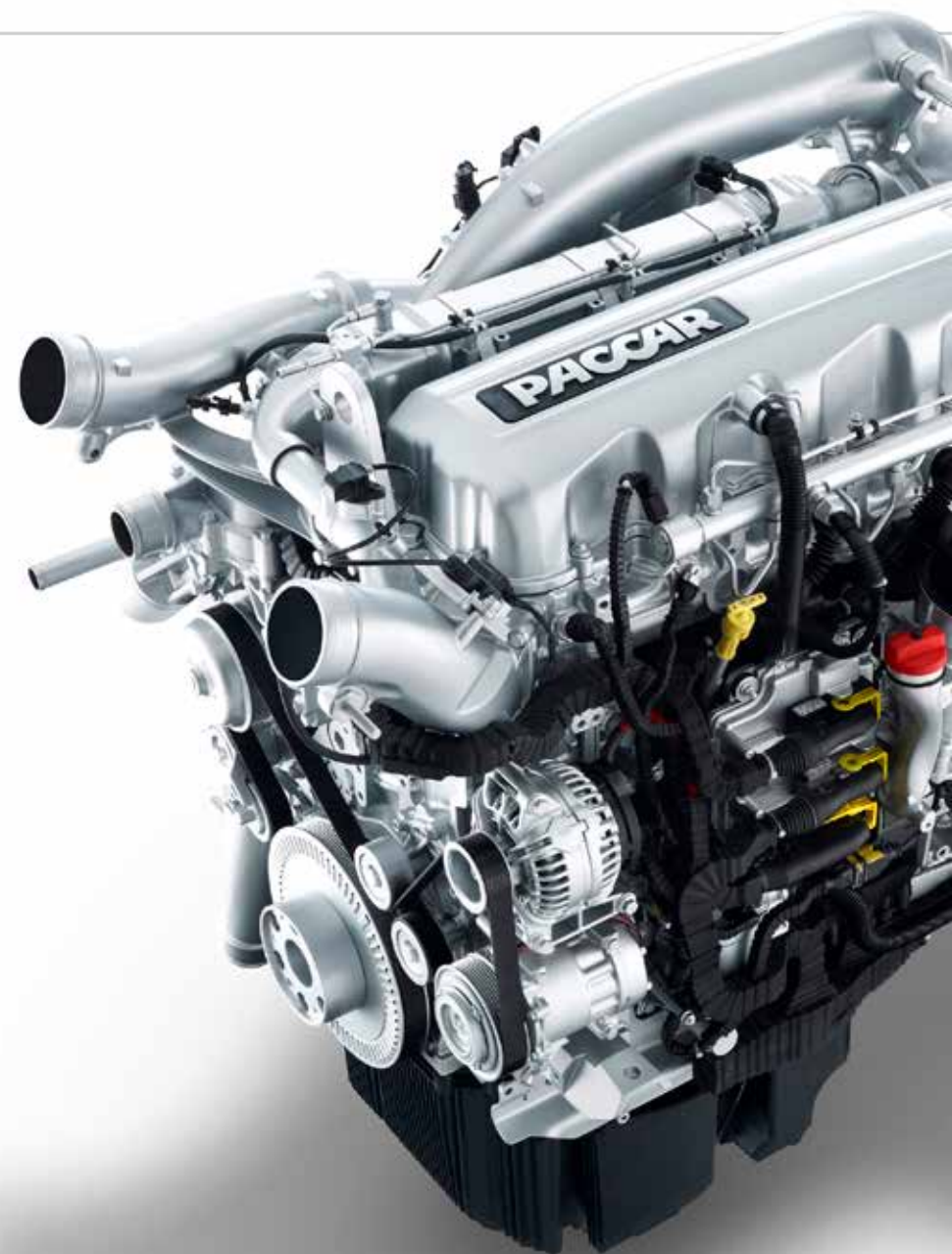
MX-13 The powerful 12.9-litre PACCAR MX-13 engine completes the engine range for the CF. Developed for a service life of no less than 1.6 million kilometres. With ratings of 303 kW/412 hp, 340 kW/462 hp and 375 kW/510 hp and impressive torque of 2,000, 2,300 and 2,500 Nm respectively. The maximum performance is available at low engine speed and across a broad speed range. That means less gear shifting and so pure driving comfort.

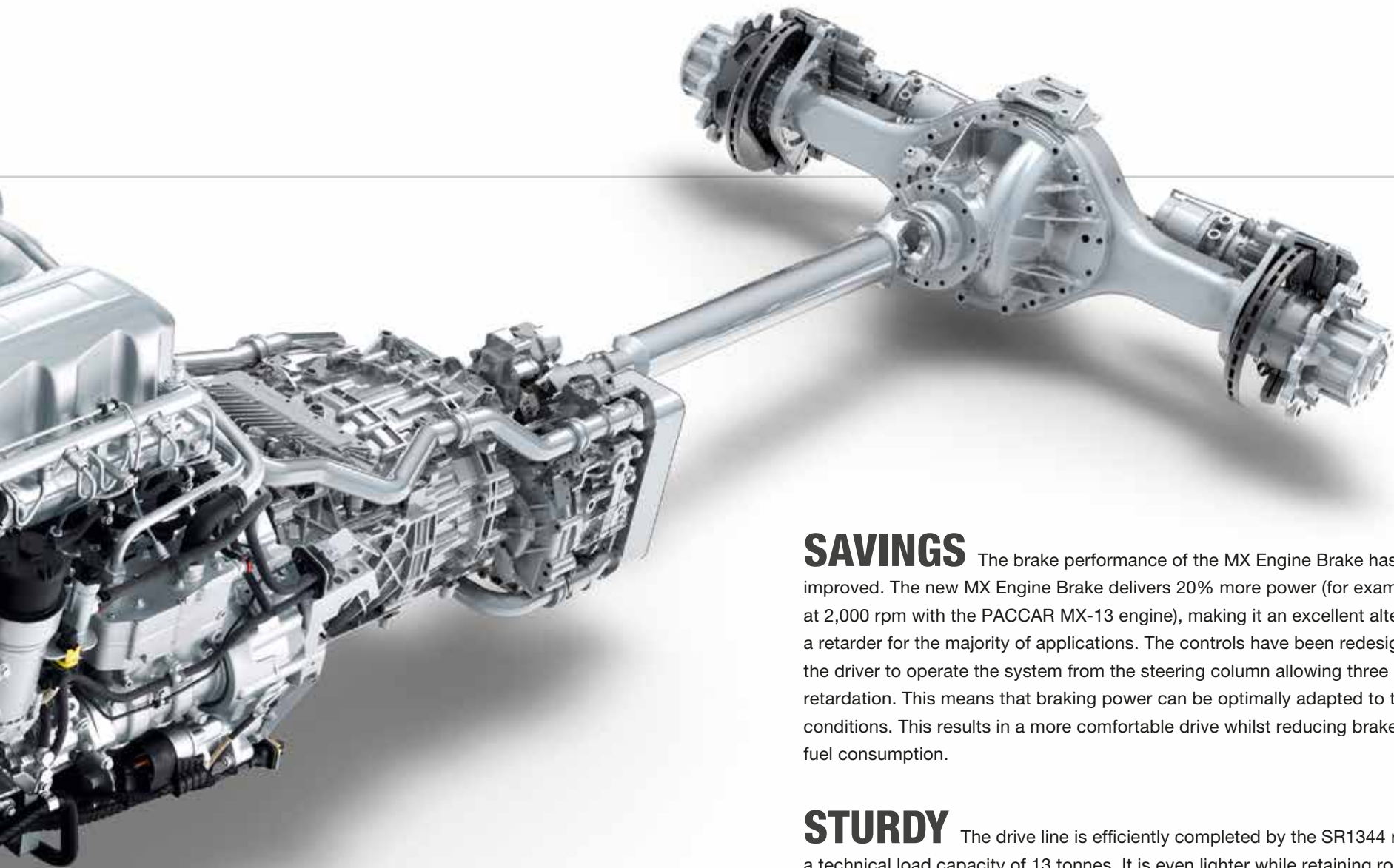
PERFECT MATCH The CF features new or further refined transmissions for a perfect match with the powerful PACCAR engines. Manual, automated or fully automatic, there is always a gearbox that is perfectly suited to your specific use.

The PACCAR PX-7 engines are linked as standard with a manual 6 or 9-speed gearbox. The PACCAR MX-11 engines up to 271 kW/369 hp are delivered with a manual 8 or 9-speed gearbox with overdrive. The two most powerful models, just like the PACCAR MX-13, have a manual 12 or 16-speed gearbox as standard with Servoshift for the greatest shifting comfort.

The PACCAR engines can also be combined with the automated AS Tronic gearbox. For PACCAR PX-7 engines with 6 or 12 gears and for MX-11 and MX-13 engines with 12 or 16 gears fine-tuned for heavy and on/off-road transport and the transport of liquids (MX-11 and MX-13). Thanks to EcoRoll the truck 'rolls' downwards in a controlled manner on gentle descents with the engine at idle. Fast Shift — with faster shifting between the higher gears — also contributes to favourable fuel consumption. New software and sensors ensure excellent behaviour when driving off and manoeuvring.


A fully automatic transmission is available for special applications — ideal for vehicles like fire engines and trucks for refuse collection.





SAVINGS The brake performance of the MX Engine Brake has been further improved. The new MX Engine Brake delivers 20% more power (for example, 360 kW at 2,000 rpm with the PACCAR MX-13 engine), making it an excellent alternative to a retarder for the majority of applications. The controls have been redesigned, allowing the driver to operate the system from the steering column allowing three levels of retardation. This means that braking power can be optimally adapted to the driving conditions. This results in a more comfortable drive whilst reducing brake wear and fuel consumption.

STURDY The drive line is efficiently completed by the SR1344 rear axle with a technical load capacity of 13 tonnes. It is even lighter while retaining robustness and reliability and is delivered as standard for combination weights of up to 44 tonnes and with engine torques up to 2,300 Nm. The SR1347 rear axle is supplied for heavier applications. Both of them can optionally be combined with the air sprung Stabilink axle suspension, which is lighter and boasts high stiffness for optimum driving characteristics. For off-road use DAF's renowned 8 rod tandem axle suspension is available. It provides 270 mm of articulation and unrivaled stability.



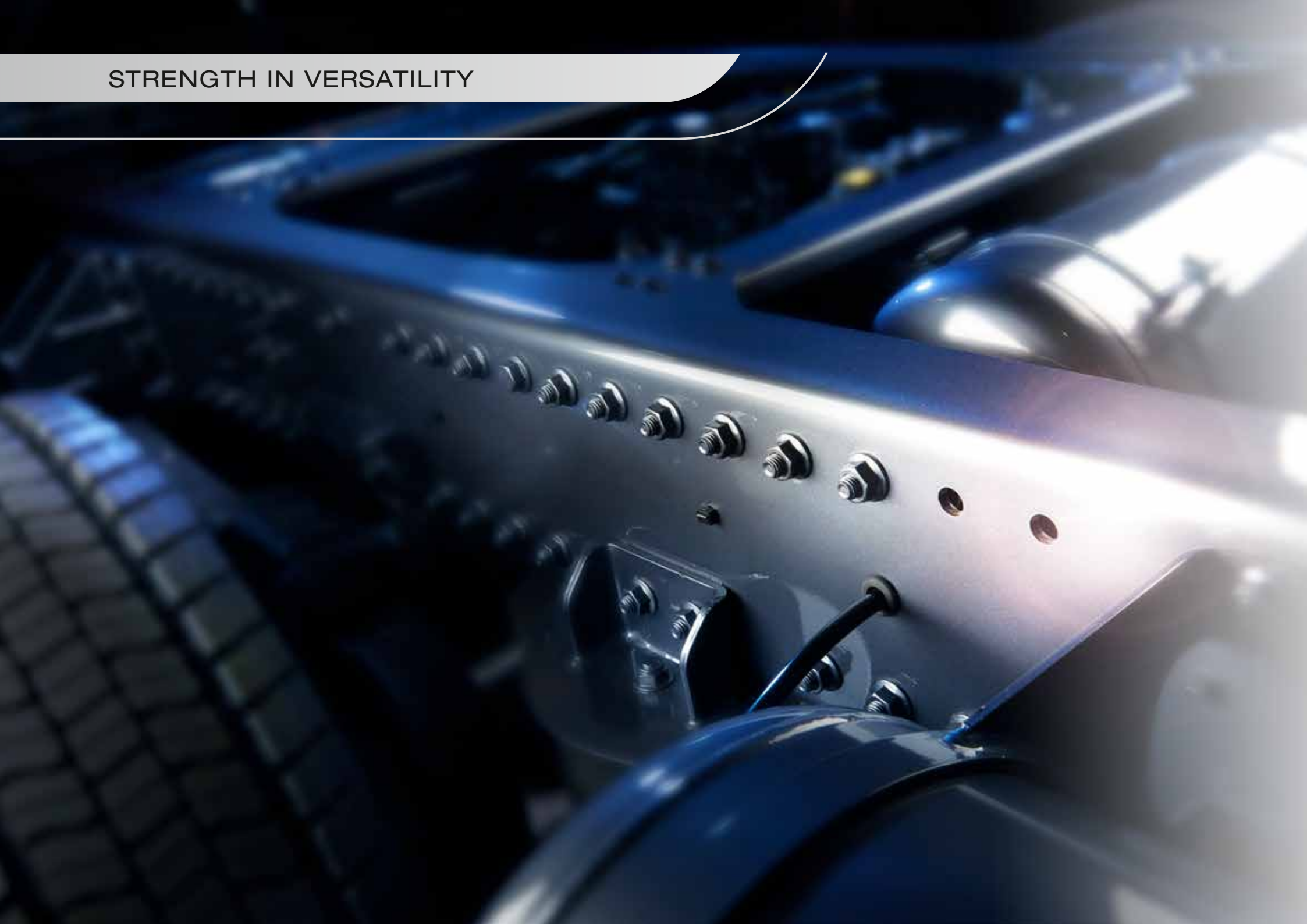
A complete range of engine and gearbox PTOs is essential for a truck which is used for many different applications. They ensure a powerful and efficient drive system for the body and ancillary equipment. That also makes the CF the ideal concrete mixer, fire engine, drain cleaning truck or refrigerated vehicle, for example.

POWERFUL A custom PTO for every application. On the PACCAR MX-11 and MX-13 engines, DAF supplies the renowned engine PTO with a one o'clock version, with flange or pump drive and a torque of more than 800 Nm. Ideal for driving a concrete mixer or compaction system. There is also an indirect engine PTO at the front with pump connection with a rating of 35 kW. The MX-11 engine also has an 11 o'clock version of the engine PTO for pump drive available, mounted directly on the engine and with a torque of 250 Nm. Highly suited for light auxiliary drives. Of course you can also choose from a very wide range of gearbox PTOs.

COOL Preparation for mounting a refrigeration generator is now available for the PACCAR PX-7 engine as well as the MX-11 and MX-13 engines. The fixed mounting ensures reliable operation of a water or air-cooled 'Frigoblock' generator. This construction significantly extends the service life of the V-belts. This means maximum reliability and savings on costs and maintenance. In addition, the generator for the drive of the refrigeration unit is easy to mount for maximum efficiency.



STRENGTH IN VERSATILITY



The chassis offers virtually unlimited possibilities in layouts and the low unladen weight allows high payloads to be carried. The high level of stiffness delivers excellent driving characteristics. The chassis is also completely flat and components are located on the inside as much as possible. A perfect base for every conceivable body type or application.

STABLE Drivers experience stable handling thanks to the high rigidity of the chassis and the air-sprung Stabilink rear suspension. The front wheel suspension offers the perfect balance between damping, lateral stability and stiffness. An 8-tonne front axle with two-leaf parabolic suspension is delivered as standard. Heavier applications can use the 9-tonne front axle with three-leaf parabolic suspension for the greatest comfort. A 7.5-tonne front axle with a single leaf spring is new — ideally suited for applications where every kilo counts.

CLEVER The aim when developing the chassis was to create as much space as possible. For maximum flexibility, the layout of the chassis can be arranged in many different ways. The systems for exhaust gas after-treatment can be placed to the left or right on the chassis, or can even be separated. Large or small fuel tanks, the exhaust pipe to the left, right or vertically — many variants are possible. The AdBlue tank in the tractor versions is practically located underneath the cabin and the batteries are at the rear of the chassis. The result is plenty of space for hydraulic tanks or fuel tanks with total volumes of no less than 1,500 litres.

SUPERSTRUCTURE-FRIENDLY All rigid chassis have a carefully chosen hole pattern for maximum ease of body installation. Construction vehicles can be fitted with console brackets at the factory to make it easier to add a tipper, for example. The optional Body Builder Module (BBM) is a standardised connection between the vehicle and the superstructure, which is completely separate from the other vehicle functions. The BBM provides safe access to a wide range of vehicle signals and customer-specific control functions. The resulting benefits are the time saved during installation and trouble-free operation of the truck itself.

THINKING AHEAD

Predictive Cruise Control and Predictive Shifting (optional for models with PACCAR MX-11 or MX-13 engine) are new innovative technologies. Advanced GPS technology is used to determine the exact location of the truck and the driving conditions to be expected in the next 1 to 2 kilometres. The systems 'think ahead' and anticipate hills and descents. Within the specified range, Predictive Cruise Control determines the ideal speed and Predictive Shifting the ideal gear. Thanks to these systems, fuel consumption and CO₂ emissions can fall by 3%, especially when driving on hilly routes.

ATTENTIVE

Vehicle Stability Control (VSC), which prevents jack-knifing and roll-overs, is fitted as standard, as is the Advanced Emergency Braking System (AEBS), that slows the vehicle down independently in an emergency. For maximum safety, the CF is also fitted with Adaptive Cruise Control (ACC) and Forward Collision Warning (FCW) as standard.* This takes the pressure off the driver and increases safety for other road users.

QUIET

The special Silent version opens up further transport options in urban environments. By implementing a range of smart technologies, including special engine software and an encapsulated gearbox, the noise in 'Silent mode' is restricted to a maximum of 72 dB(A). This makes the vehicle ideal for loading and unloading goods in areas where evening, night-time or early morning noise restrictions apply. The CF Silent is available as a tractor or rigid unit with a PACCAR MX-11 engine.

* For vehicles with two or three axles and rear air suspension. For all other vehicles, excluding vehicle types FAK, FAQ, FAT Construction and FAD Construction, ACC (with FCW and AEBS) is optionally available.

INNOVATION FOR SAFETY AND EFFICIENCY



DAF TRANSPORT EFFICIENCY





**IMPROVED
FUEL ECONOMY**



**INCREASED
VEHICLE AVAILABILITY**



**REDUCED
OPERATIONAL COSTS**



**INCREASED
RETURNS PER KILOMETRE**



**REDUCED
ENVIRONMENTAL IMPACT**

**DAF TRANSPORT
EFFICIENCY**

DAF knows your business and understands how important efficiency is. That's why we offer sophisticated transport solutions — trucks that achieve market-leading reliability and low operational costs. We also provide a wide range of services to ensure maximum vehicle availability. And you can access all of these services from just one place: your DAF dealer. Our philosophy to offer you the highest possible returns per kilometre is called DAF Transport Efficiency.

YOUR PROFITABILITY OUR AIM

Efficient transport involves more than just the perfect truck. This is why DAF offers a total transport solution. DAF is supported by a professional organisation and an international dealer network. They will help you choose the right vehicle, arrange the financing and keep your fleet in perfect condition.



DAF MULTISUPPORT

A repair and maintenance contract offers you maximum assurance at a fixed price per kilometre. You determine the service level you need, which can be expanded to include trailers and/or bodywork. You can always be assured of a perfectly maintained fleet and maximum vehicle availability. And just as importantly, you can concentrate on your core activities. After all, your DAF dealer will take the planning and administration of the maintenance off your hands!



PACCAR FINANCIAL

For more than 50 years, PACCAR Financial, DAF's in-house financier, has offered customised financial services that completely focus on the transport sector. PACCAR Financial understands your day-to-day activities better than anyone, making them a real partner in business. Naturally for the financing of your trucks, but also for complete combinations, including superstructures and trailers. With various financing possibilities, including repair, maintenance and insurance options. PACCAR Financial always offers a ready-made solution, tailored to your individual situation.



PACCAR PARTS

Besides original DAF parts and PACCAR engine parts, PACCAR Parts supplies over 70,000 universal TRP Truck & Trailer parts for all makes of trucks and trailers, including workshop supplies. From distribution centres in the Netherlands, the UK, Russia, Hungary and Spain, PACCAR Parts delivers orders within 24 hours to dealers and customers throughout Europe. The centres achieve a delivery reliability of 99.98%, which is unique in the truck industry. Max Card holders also benefit from special deals and discounts.



DAF ITS

Even a DAF truck can get stranded on the road, for example as the result of an accident. If that happens, it's good to know that you can fully rely on DAF's International Truck Service (ITS). One telephone call to DAF ITS (+31 40 214 3000) is enough to set this service in motion, wherever you are in Europe. 365 days a year, day and night, assistance is given in 15 languages with the help of local technicians. ITS will do everything needed to get your truck quickly back on the road.



DAF DEALER NETWORK

To provide the best possible service, DAF has an extensive network of professional sales and service dealers. Your DAF dealer provides expert advice throughout the service life of your truck. Highly qualified DAF mechanics know your vehicle through and through, which ensures that repairs and maintenance are carried out quickly and expertly, using original PACCAR, DAF and TRP parts and accessories, from stock or available within 24 hours. This guarantees maximum availability and a high residual value. There is always a DAF dealer near you who can always provide you with the best service thanks to extensive opening hours.



DAF DRIVER ACADEMY

The driver is the most important link in the chain for achieving the highest level of efficiency. DAF training courses help the driver save on fuel and anticipate traffic situations better. This also improves safety. Moreover, a well-trained driver drives his vehicle more economically. DAF driver training courses teach drivers to drive between 5 and 10% more economically and with less damage in the short term. Permanent savings are between 3 and 5%!

TRACTOR CHASSIS				CF MX-11	CF MX-13
FT	4 x 2			●	●
FTP	6 x 2			●	●
FTR	6 x 2				●
FTS	6 x 2				●
FTG	6 x 2			●	●
FTN	6 x 2			●	●
FTT	6 x 4			○	○

○ Also available in Construction version ● Also available in Low Deck version

SERIES	TYPE	DAY CAB	SLEEPER CAB	SPACE CAB
CF PX-7	CF 230			
	CF 260			
	CF 290			
	CF 320			
CF MX-11	CF 290			
	CF 330			
	CF 370			
	CF 400			
	CF 440			
CF MX-13	CF 410			
	CF 460			
	CF 510			

RIGID CHASSIS				CF PX-7	CF MX-11	CF MX-13
FA	4 x 2			●	●	●
FAR	6 x 2			●	●	●
FAS	6 x 2			●	●	●
FAG	6 x 2				●	
FAN	6 x 2			●	●	●
FAT	6 x 4				○	○
FAK	8 X 2				●	●
FAQ	8 X 2				●	●
FAC	8 X 2				●	●
FAX	8 X 2				●	●
FAD	8 x 4				○	○

○ Also available in Construction version ● Also available in Low Deck version

Trailing axle



Driven axle



DAF EURO 6 TRUCK CONFIGURATOR

Go to www.daf.com, select the DAF Euro 6 Truck Configurator and configure your own truck.

PACCAR PX-7 ENGINE

Engine type	Performance	Torque	Emission level
PX-7 172	172 kW/234 hp (2,300 rpm)	900 Nm (1,000 – 1,700 rpm)	Euro 6
PX-7 194	194 kW/264 hp (2,300 rpm)	1,000 Nm (1,000 – 1,700 rpm)	Euro 6
PX-7 217	217 kW/295 hp (2,300 rpm)	1,100 Nm (1,000 – 1,700 rpm)	Euro 6
PX-7 239	239 kW/325 hp (2,300 rpm)	1,200 Nm (1,100 – 1,700 rpm)	Euro 6

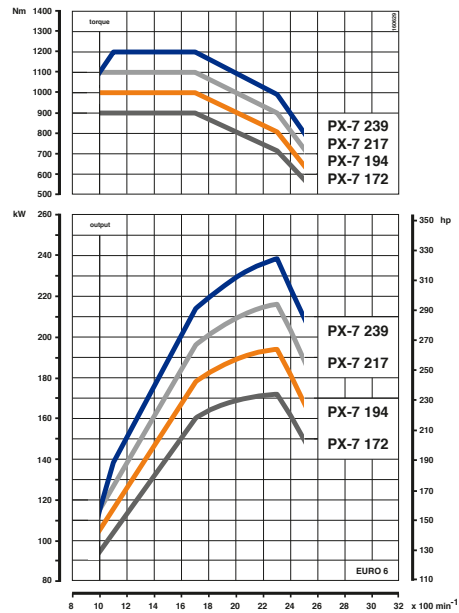
PACCAR MX-13 ENGINE

Engine type	Performance	Torque	Emission level
MX-13 303	303 kW/412 hp (1,425 – 1,750 rpm)	2,000 Nm (1,000 – 1,425 rpm)	Euro 6
MX-13 340	340 kW/462 hp (1,425 – 1,750 rpm)	2,300 Nm (1,000 – 1,425 rpm)	Euro 6
MX-13 375	375 kW/510 hp (1,425 – 1,750 rpm)	2,500 Nm (1,000 – 1,425 rpm)	Euro 6

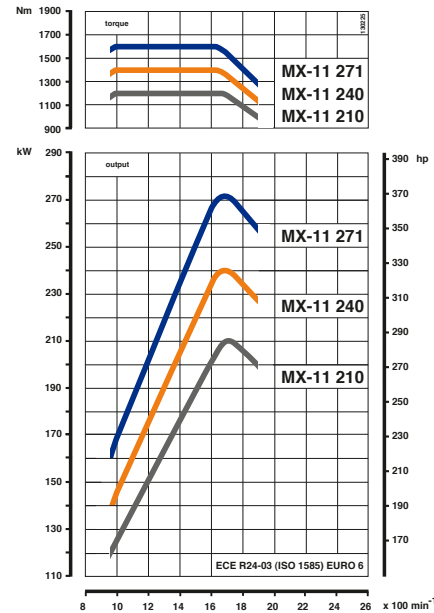
PACCAR MX-11 ENGINE

Engine type	Performance	Torque	Emission level
MX-11 210	210 kW/286 hp (1,700 rpm)	1,200 Nm (1,000 – 1,700 rpm)	Euro 6
MX-11 240	240 kW/326 hp (1,650 rpm)	1,400 Nm (1,000 – 1,650 rpm)	Euro 6
MX-11 271	271 kW/369 hp (1,650 rpm)	1,600 Nm (1,000 – 1,650 rpm)	Euro 6
MX-11 291	291 kW/396 hp (1,450 – 1,700 rpm)	1,900 Nm (1,000 – 1,450 rpm)	Euro 6
MX-11 320	320 kW/435 hp (1,450 – 1,700 rpm)	2,100 Nm (1,000 – 1,450 rpm)	Euro 6

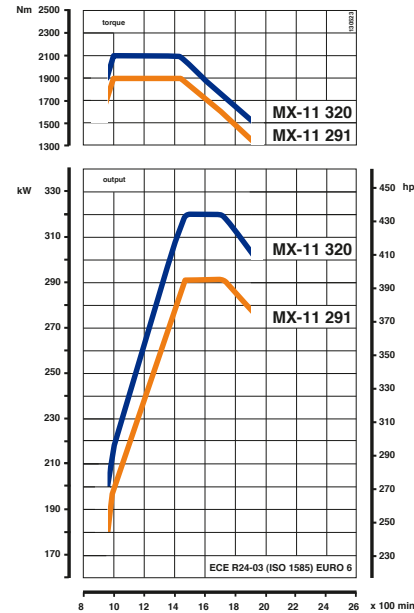
PACCAR PX-7



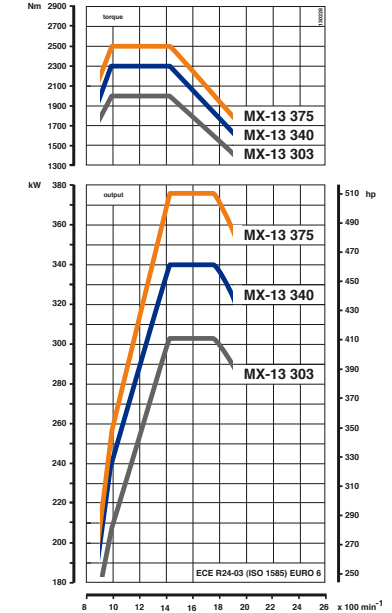
PACCAR MX-11 DISTRIBUTION

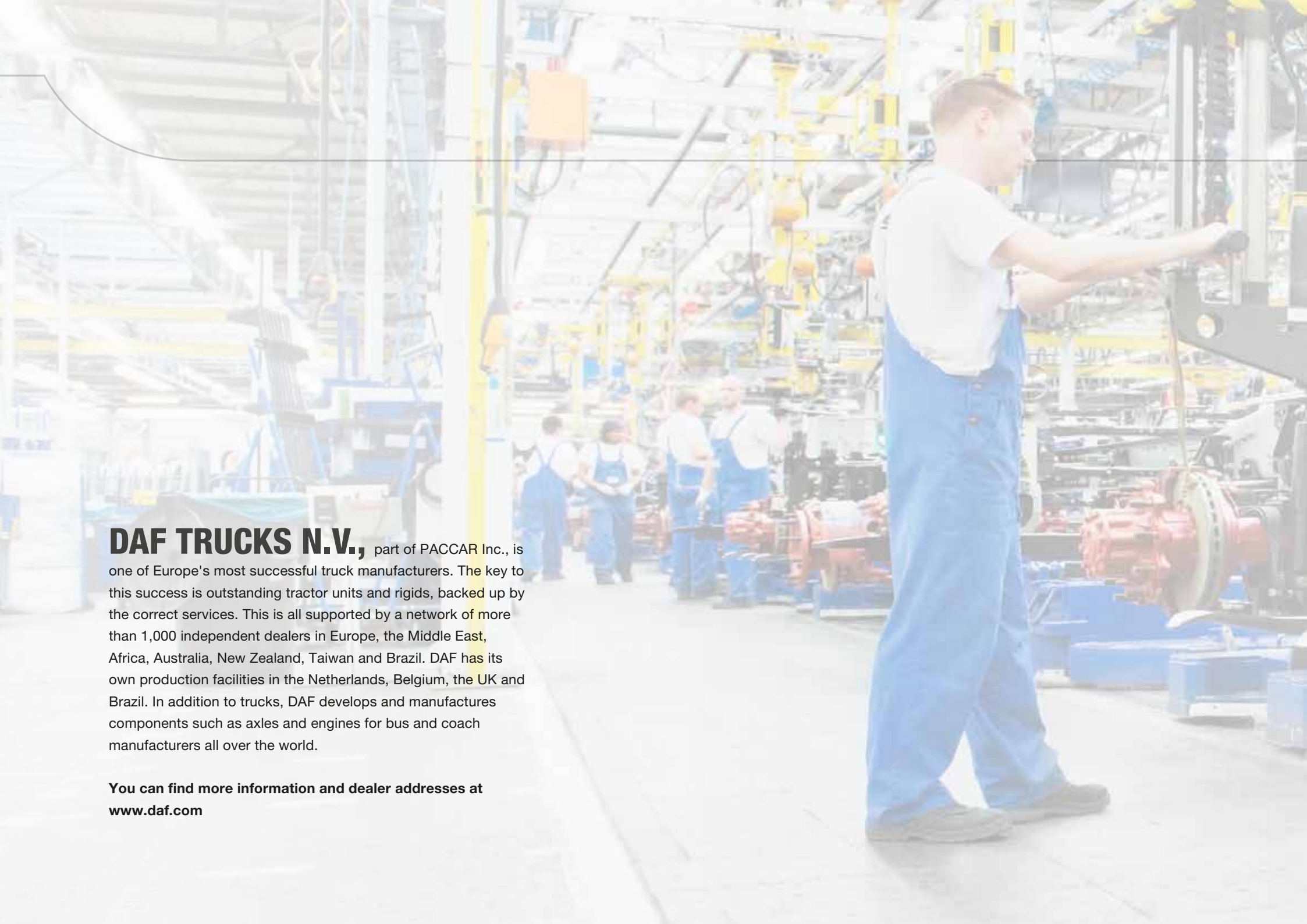


PACCAR MX-11 HAULAGE



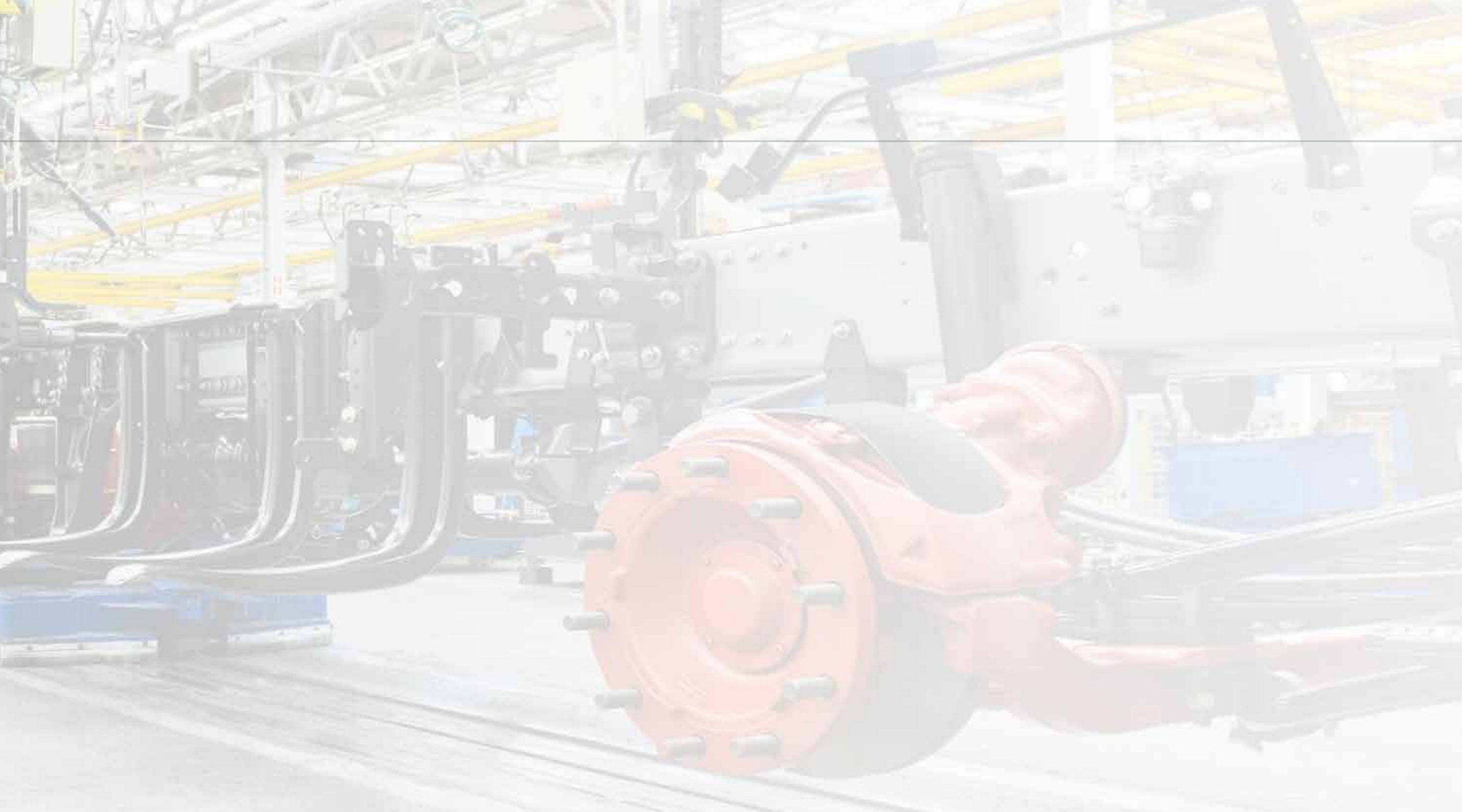
PACCAR MX-13



A large industrial factory setting with a worker in the foreground. The worker is wearing a white t-shirt and blue overalls, operating a forklift. In the background, several other workers in similar attire are visible, along with various industrial machinery and components, including what appears to be a large red engine or motor. The scene is brightly lit, suggesting a well-lit manufacturing environment.

DAF TRUCKS N.V., part of PACCAR Inc., is one of Europe's most successful truck manufacturers. The key to this success is outstanding tractor units and rigids, backed up by the correct services. This is all supported by a network of more than 1,000 independent dealers in Europe, the Middle East, Africa, Australia, New Zealand, Taiwan and Brazil. DAF has its own production facilities in the Netherlands, Belgium, the UK and Brazil. In addition to trucks, DAF develops and manufactures components such as axles and engines for bus and coach manufacturers all over the world.

You can find more information and dealer addresses at
www.daf.com





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Environmental
Management System



ISO/TS16949
Quality
Management System

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TRUCKS | PARTS | FINANCE

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