

DAF in action

Magazine of DAF Trucks N.V.

number 1, 2006

*The new DAF CF Series:
the best gets even better*



*The new
DAF LF Series:
designed to
deliver*

*ATS Garrone:
no sea to high
for DAF XF*



*With special insert:
everything about
DAF SCR Technology*



DAF

A PACCAR COMPANY

The best one-stop shop



Truck & Trailer Parts



A huge range of products
including more than
50,000 parts for all makes
of trucks and trailers.

All Parts for truck, trailer and workshop!

Excellent quality, service and attractive prices.

Full international DAF warranty.

Available from DAF dealers Europewide.

www.daf.com/trp

DAF in action

- 4 DAF in the news
- 6 DAF LF and CF: ready for the next step in the success story
- 12 Visbeen Transport Group: "Retaining direction"
- 15 Managed Dealer Inventory for optimum parts availability
- 16 A DAF to match every application
- 19 DAF sets new standards in CAN bus technology
- 20 ATS Garrone: no sea to high for DAF XF
- 23 Extra clean diesel engines for buses
- 23 DAF begins construction of a state-of-the-art engine testing lab
- 25 PACCAR World
- 26 OBU 2 not yet flawless

Added value as a central theme

Following production of our new flagship model, the XF105 with its new 12.9 litre PACCAR MX engine which started successfully at the beginning of January, we will commence production of the new LF and CF in May. When designing them, we built upon the numerous strong points which have given the LF and CF such an excellent reputation. These include the low kerbweight for maximum load capacities, the high degree of driver comfort, the low costs per kilometre and the proven reliability and durability. Our enthusiastic development team used this solid basis for further development, in order to offer transport operators and their drivers even more added value. This has already been a central theme of our development programmes for years. No technical gimmicks, no innovations just for the sake of it, but further detailed improvements in order to provide our customers with more and more added value.

Subtle changes have been made to the appearance of the LF and CF series, making them even more attractive, without making existing vehicles in the fleet look immediately out-dated. After all, no customer wants that. As for the interior, the standard introduced with the XF105 has been taken as starting point. This results in a finish and use of material which would not look out of place in the most luxurious car. The layout of the chassis has been optimised to keep as much space free as possible for mounting bodies, pumps or cooling equipment and, of course, for as large a fuel tank as possible.

With the introduction of Euro 4, which will become compulsory within the EU in October this year, DAF will have renewed its entire engine range. The new XF and CF feature a completely new generation of PACCAR engines: the new 12.9 litre MX and the new 9.2 litre PR engine, with all variants available in both Euro 4 and Euro 5 versions. Designed by DAF and manufactured by DAF. The LF series also features new four and six-cylinder engines with a greater swept volume for considerably more power and torque. All in all, a fantastic engine range. Each one designed for a long service life, maximum reliability, excellent performance, low fuel consumption and cleaner exhaust emissions. Regarding the last point, it was of course an obvious route for DAF to choose the SCR technology, which is currently the best and, economically-speaking, the optimum route to a cleaner future. Moreover, DAF SCR Technology goes further, as its launch coincides with the introduction of a completely new range of state-of-the-art PACCAR engines in a series of trucks which are among the most modern available. Designed to meet the things which customers demand from their vehicles: low operating costs, high productivity, superb driver comfort and optimum reliability and durability. This is what we at DAF mean by "driven by quality".

Colophon

DAF in action is a publication
of DAF Trucks N.V.
Edited by: Corporate Communications
department
P.O. Box 90065, 5600 PT Eindhoven,
the Netherlands
www.daf.com

Design and printing: GPB bv, Leiderdorp

Ron Borsboom
Board of Management
Director of Product Development
DAF Trucks N.V.



Driving more economically thanks to increased horsepower

Leggett's Transport Services in England recently upgraded its fleet with eighteen new DAFs: twelve CF85 tractors and six XF95s. These are three-axle trucks, with steered leading rear axles for GVWs up to 44 tonnes, all being fitted with DAF's AS-Tronic automatic gearbox.

"The consumption figures for the DAFs are extremely good," comments Barry Hynard from Leggett's. "I believe that trucks with automatic gearboxes can be more economical, even if you choose a larger engine. We chose the 480 hp version for all our new DAFs, and the consumption figures prove us right. These powerful engines also contribute to higher productivity because they produce higher average speeds and shorter journey times."

The DAFs are used intensively: during the day they deliver various goods, such as sugar, within a 250 kilometre radius around Leggett's head office. At night, a second driver drives to and fro with containers between Felixstowe and Leggett's own freight terminal in Woolpit.

Hoyer chooses DAF

Hoyer Nederland, with approximately 335 employees and a fleet of around 125 tractor units, is one of the largest subsidiaries of the German Hoyer Group, has recently put the first of an order of thirty new DAFs into service: a CF85.430 with Space Cab and AS-Tronic automatic transmission.

The German Hoyer Group specialises in the transport and storage of liquids and dry products in bulk. The company is present in 97 countries worldwide and has more than



The keys to the first CF were handed over by Marc Blom of DAF Trucks N.V. They were received by Joop Dahlhaus, a driver, and Johan Korteweg, who is Managing Director of Hoyer Nederland.

3900 employees. Hoyer's transport capacity consists of at least 12,000 containers, 2800 tank trailers, almost 2300 own trucks (4000 if including those of subcontractors) and more than 8500 bulk containers.

The weight/cost ratio is an essential factor in this line of business to achieve the best return on investment generated by a mode of transport. Consequently, a low kerb weight was a crucial factor in the choice of a new truck. To take maximum advantage of this, the CF85s, which are notable for their low weight, are fitted with an aluminium fuel tank and aluminium rims.

Half of Hoyer's new CFs will be fitted with a heavy 9-tonne front axle. In combination with three-axle trailers, they will be able to achieve a GVW of 50 tonnes.



Stuart Heys (left), Managing Director of Leyland Trucks, hands over the keys of the 250,000th truck to be built at Leyland to George Rookley from Calor Gas.



250,000th truck from Leyland factory

The 250,000th truck to be manufactured in Leyland's factory in Lancashire since its opening in 1980 has rolled off the production line. This 250,000th truck is an LF, ordered by Calor Gas. After being fitted with a tank body and painted with lettering, the truck (one of fifteen ordered) recently returned to the factory to be formally handed over to the customer.

Stuart Heys, Managing Director of Leyland Trucks handed over the keys to George Rookley from Calor Gas. "In 2005 we achieved the highest annual production in our 25-year history", reports Stuart Heys. "We manufactured more than 17,000 trucks, varying from 7.5-tonne LF 45s to heavy three-axle DAF CF85 tractors. The fact that we have been able to achieve this milestone of a quarter of a million trucks is an extraordinary achievement which proves that the Leyland

assembly plant is a world-class factory."

Highest demands

During the handover, George Rookley from Calor Gas said "At Calor Gas we place the highest demands on the quality of our equipment, particularly on our tankers. The Leyland assembly plant has a well-earned reputation as being a benchmark for the truck industry. This truck is a perfect example of this."

Two special XF95s for Dick Vijn Transport Around 25 metres long, 60-tonne GCW

Dick Vijn Transport BV, based in the Dutch town of Zwaagdijk, recently accepted delivery of two special XF95s. The keys were handed over by Ron Bensen, Director of DAF Nederland, to Peter Appel, Director of Dick Vijn Transport. The company specialises in temperature-controlled transport.

Vijn's new combinations have a total length of 25.25 metres and are allowed to have a maximum GCW of 60 tonnes. The two new DAF FAN XF95.430 vehicles, with steered trailing rear axle for optimum manoeuvrability, will be used in the 'Long and heavy vehicles' trial currently underway in the Netherlands.

This large-scale experiment by the Dutch government will provide more insight into the economic and ecological advantages of using these longer and heavier vehicle combinations. An earlier, small-scale trial has already shown that large-scale use of long and heavy vehicles (or 'Ecocombis') in the Netherlands will reduce the number of journeys by 10 percent, the number of kilometres by 14% and CO₂ emissions by 8%, when compared to normal combinations. These Ecocombis also have many advantages in terms of traffic safety (fewer transport movements), operational management, congestion problems and transport efficiency.



Nirvauto opens new service centre in Murcia

Murcia's Councillor for Public Works, Transport and Housing, Joaquín Bascuñana, and the Mayor of Totana, Juan Morales, recently opened Nirvauto Murcia's new dealer outlet in Totana.

With the opening of this new transport centre, located right next to the motorway, Nirvauto will be able to strengthen its position in this important, flourishing region. The company offers a well-equipped dealer outlet, where transport operators can be assured of excellent sales and after-sales service. The new centre has a surface area of 2500 m², of which 1700 m² is taken up with the workshop and parts storeroom. The remaining space is for the showroom and offices. "This splendid centre provides an example for other truck dealers", states José P. Vieira, Director of DAF Spain.

Apart from Murcia, Nirvauto DAF is also represented in Valencia (location of the group's head office), Barcelona, Alicante and Albacete. Nirvauto sells a total of more than 1000 trucks a year.



After the XF105, DAF introduces the new LF and CF
Ready for the next step
in the success story

Now that DAF has put the new XF105 into production in January 2006, series production of the renewed DAF LF and CF Series will start in May. These are characterised by a completely new programme of state-of-the-art PACCAR engines with DAF SCR Technology for Euro 4 and 5, an optimised chassis layout, a new interior design and an even more modern appearance. The LF and CF models are now ready for the next step in DAF's success story.



*DAF SCR Technology
for a bright future*

The new DAF LF Series Designed to deliver

Elected 'International Truck of the Year' in 2002, the DAF LF Series has been a winner right from the start. With its modern and spacious cab design, low chassis weight for the highest payloads in its class, small turning circle for maximum manoeuvrability, easy cab access and car-like driving characteristics, the DAF LF Series is the ideal partner for city and regional distribution. More powerful engines, optional AS-Tronic automated gearbox, a subtle restyled exterior and upgraded interior design, make the new LF Series even more attractive than its award-winning predecessor.

The new LF Series, designed to deliver.



The new LF now also features the striking instrument panel from the XF105 flagship. It's both stylish and practical, being easy to read and reach. The newly designed steering wheel with optional integrated controls and airbag.



The AS-Tronic control panel is located on the console next to the driver's seat.



The subtle exterior redesign gives the new LF a more sturdy appeal. The more pronounced upper and lower grille with aluminium strip to signify compliance with the Euro 4 emissions standard, the larger mirrors for wider view angles, and the cat's-eye combi-lights, all give the LF a more modern look, without immediately outdating the previous model.

Inviting interior

Open the door and you immediately experience the class of the new LF interior. In fact, the style and quality of the finish more resemble that of a top-quality passenger car. The colour schemes and materials used give the LF cab a nice and comfortable atmosphere. The new dashboard and modern instrument panel, the steering wheel with optional integrated controls and airbag, and the ergonomically placed handles and switches, all underline that creating a pleasant and ergonomic working environment were key drivers in the design process of the new LF Series. The newly designed overhead storage space now also houses the tachograph, so it's well within reach and easy to operate.

New engines

The new four and six-cylinder PACCAR engines feature a larger swap volume for up to 20% higher output and torque. Remarkable for all engines is that both maximum performance and maximum torque are available over a wide range, resulting in greater flexibility and less gear-shifting. On top of all this, the engines are more fuel efficient, saving up to 4% on consumption.



New 4.5 litre four cylinder and 6.7 litre six cylinder engines, offering power ratings from 140 up to 280 hp. Service intervals have been increased to 35,000 and 55,000 km for lower operating cost.

Subtle changes to the exterior design: New upper and lower grille with aluminium strip to signify compliance with the Euro 4 emissions standard, new mirrors for larger fields of view, and cat's-eye combi-lights with protective Lexan covers.

The 4.5 litre four cylinder PACCAR FR engine is available in 140 hp, 160 hp and 180 hp versions, with torques of 550, 600 and 700 Nm respectively. The 6.7 litre six cylinder PACCAR GR engine offers 220 hp, 250 hp and 280 hp ratings, with impressive torques of 850, 950 and 1,020 Nm. All new PACCAR FR and GR engines comply with Euro 4 emission standards without the need for a particulate filter, thanks to the high pressure common rail injection system and SCR after-treatment technology.

AS-Tronic automated gearbox

New for the LF Series, as an option, is the AS-Tronic automated version of the five available 6-speed gearboxes. The AS-Tronic control panel is located on the console next to the driver's seat. For special applications, the LF Series can also be equipped with fully automatic Allison gearboxes.



The chassis is totally flat, so it is easy for the body builder. The chassis lay out optimises the available space and is already prepared to accept a variety of superstructures suiting a range of different applications.

The new DAF CF Series

The best gets even better

The DAF CF Series has earned a great reputation among operators and drivers alike.

For the stylish yet sturdy exterior design, the spacious and comfortable cab with its great access, the class-leading ride and handling, and its superior efficiency, well-proven reliability and durability. DAF's CF Series is a winner in every aspect.

How to further improve such a superior product, while at the same time lowering operating costs? That was the challenge for DAF's engineers and design team.

As always they succeeded again in making the best even better:

The new CF Series.



The exterior changes to the CF are subtle, thus avoiding that the current CFs in the fleet – launched only a few years ago – look outdated. The new mirrors (optional in body colour), the cat's-eye combi-lights and the distinctive aluminium strip on the lower grille that signifies Euro 4 and Euro 5 compliance, just give the new CF that little extra touch that makes a modern design even more so.



New is the Automatic Temperature Control on the dashboard. A cell phone can be easily connected, with the controls integrated in the steering wheel. The AS-Tronic actuator is now located on the steering column making it easier to reach.

Inviting interior

When entering the spacious cab, the changes are more pronounced. As in the new XF105, the cab of the new CF offers a truly warm atmosphere, featuring new colours and trim, a new dashboard and modern instrument panel, a steering wheel with optional integrated controls and airbag and ergonomically placed handles and switches. The dashboard has a three DIN-slot that can accommodate a large screen for a camera system or on-board computer, while still leaving space for the audio installation which is well within reach of the driver. The AS-Tronic actuator has been moved to the steering column, further improving cross-cab access.

All in all the new CF features a classy and practical cab interior that is easy to clean.

New engines

The new CF Series offers a whole new engine range, featuring up to 4% lower fuel consumption.

The CF65 is equipped with the new 6.7 litre PACCAR GR six-cylinder in line engine. Outputs range from 220 up to 280 hp, with torques from 850 up to 1,020 Nm. The new PACCAR GR engine complies with the Euro 4 emissions standard, thanks to the high-pressure common rail injection system and SCR after-treatment technology. The CF75 is powered by the brand-new 9.2 litre PACCAR PR engine, offering outputs of 250, 310 and 360 hp with maximum torques of 1,050, 1,275 and 1,450 Nm respectively. The new PACCAR PR engine complies with Euro 4 and Euro 5 emissions standards, thanks to the SMART injection system and SCR after-treatment technology. The CF85 features the all-new 12.9 litre PACCAR MX engine from the XF105, available in 360, 410, 460 and 510 hp with high torques ranging from 1,775 up to 2,500 Nm! The new PACCAR MX engine complies with Euro 4 and Euro 5 emissions standards, thanks to the SMART injection system and SCR after-treatment technology.



Three different engines with different performance ratings, but all designed from the same philosophy: offer the highest standards of efficiency, reliability and durability to the operator, while providing comfortable power to the driver.

New 9.2 litre PACCAR PR engine for the CF75. Performance of up to 360 hp and an impressive torque of 1,450 Nm. Compact, powerful and efficient. Like the new MX engine, developed and produced by DAF Trucks.



The chassis is totally flat, so it is easy for the body builder. The chassis lay out optimises the available space and is already prepared and predrilled to accept a variety of superstructures suiting a range of different applications.



Visbeen Transport Group, The Netherlands 'Retaining direction'

The part of the Netherlands known as the Westland stretches from just west of Rotterdam to just south of The Hague. It is a landscape of greenhouses, and fruit and vegetable growing. Every day, innumerable cargoes of apples, peppers, tomatoes, cucumbers, and exotic fruits and vegetables are transported from here, many by the Visbeen Transport Group (VTG), owners of two transport companies and partners in Coolboxx and Daily Fresh, a logistic service provider also set in the near future to spread its wings and take in Southern Europe.

Visbeen, like so many other transport companies, started with a single truck for carrying locally-grown produce to the sales destination. In this case the cargo was market gardening products, and since the T-Ford van in the mid-1920s, this specialisation in fruits and vegetables has gone from strength to strength. Today, the company's fleet consists of some 125 tractors and 200 trailers; in addition to which Visbeen deploys some 200 rental trailers every day, and drives with around 100 charters.

DailyFresh

The VTG is the umbrella organisation for the transport companies Visbeen, Intveen, a full subsidiary, and DailyFresh, in which Visbeen has a third share participation. As Managing Director, Adrie Visbeen, explains, "This is a unique business, not least since it is a cooperative venture between three companies, namely Visbeen itself, the transport company Post-Kogeko and the



DailyFresh is a cooperative venture between three companies, namely Visbeen, the transport company Post-Kogeko and the Norfolk Line. All three transport specialists jointly run groupage services for vegetables, fruit and flowers, for transport to Central and Eastern Europe, Great Britain and Ireland. Every year, 350,000 groupage pallets are processed into 11,000 full cargoes. New European locations such as the one in Dunkirk will only serve to increase these volumes.



Norfolk Line. These three transport specialists now jointly run groupage services for vegetables, fruit and flowers, for transport to Great Britain, Ireland, Germany and Eastern Europe."

Within ten to twenty-four hours, 400 to 500 addresses throughout Great Britain and Ireland receive their products from the

It goes without saying that Visbeen uses leading-edge technology, including 'tracking and tracing'. All the trailers are equipped with these facilities, making it possible to determine the precise location and exact temperature of the cargo. Customers can be informed of these details 24 hours a day.

Netherlands. "Every year, we process 350,000 groupage pallets, and carry 11,000 full loads", continues Visbeen. "Visbeen Transport Group is responsible for around 50% of those transport operations, and the other partners manage the rest. Given the fact that we are all required to cross the Channel, it is a major advantage that the Norfolk Line, a shipping owner and part of the Maersk company, is a participant. The carriers use the know-how of the shipping line, and vice versa. With DailyFresh, customers can transport their goods three times a day and place orders up to three hours before departure. This can be done in single pallets, if required, and deliveries are made direct. Because of the enormous success of the business, we have opened a duplicate company in Northern France, so that we can focus on goods from Southern Europe and North Africa."

Coolboxx

Oranges from Spain are delivered to Northern France for further distribution. "But trucks are not the most suitable means of transport for that particular product", explains Visbeen. "In the case of oranges, we are dealing with bulk transport. We therefore use a Coolboxx, a new phenomenon within pan-European temperature-controlled transport. The Coolboxx is also the result of the combining of forces, in this case between the transport companies Post-Kogeko and Visbeen, and the Geest North Sea Line (part of Samskip). To achieve growth despite ever-increasing congestion, inter-modal solutions are becoming more and more necessary. Coolboxx is the name for multi-modal, 45-foot containers with space for 33 pallets (equivalent to the space within a trailer), and a special feature, namely the 380-Volt cooling generator on the trucks. This generator is powered by the truck engine. The target of the Coolboxx is to be operating between 800 and 900 containers in Europe in just five years' time."

Broadening horizons

Adrie Visbeen has a reputation as a man with vision in the transport sector, both national and international. He is totally positive about the recent expansion of the European Union. "Wherever there is a threat, there are also opportunities", he says resolutely. "To be



DAF has a 75 percent share in the Visbeen vehicle fleet. "This is one relationship which will never break down."

Adrie Visbeen, Managing Director of Visbeen Holding: "The Netherlands will always remain our home base. However, the Netherlands is slowly but surely becoming too expensive and for financial reasons we will have to involve other countries. Nonetheless, we must retain overall direction."



specific, many of the new member states are coastal countries, for example Lithuania, Estonia, Latvia and Poland. This fact offers excellent opportunities for the Coolboxx. We certainly intend to broaden our horizons towards the new member countries, and one thing is certain: we will always continue to use national carriers. After all, everyone speaks their own language. However, we will make sure that we retain overall direction. The Netherlands will always remain the base for our activities, although I can certainly see us stationing Dutch-registered trucks elsewhere in Europe, and having them driven by foreign drivers. This is something that is now far easier to achieve than in the past."

Restricted working hours

Visbeen is proud of the status of Dutch transport operators in the European market. Modern equipment and qualified drivers are the calling cards of 'the Netherlands, Transport land'. "The qualification level of our drivers is excellent", he continues "But I do have worries about the future. Younger drivers in particular no longer wish to spend long periods of time away from home. Older drivers have grown up with the situation, but the younger generation wants more leisure time. For that reason, too, we will have to start focusing on other countries. In the past we had our own offices in Russia and they have excellent drivers; the only disadvantage is their knowledge of languages. At present, we employ 35 English drivers, to our fullest

satisfaction. And when it comes to good drivers, we as a sector are constantly fighting to ensure quality. We do everything within our power to attract good drivers, and once on board, to keep them with us. In the future, however, they may not even be able to work any more. Recently, I drove to Munich and back in my own car in a single day. 1700 km in one day and nobody batted an eyelid. On the other hand, the driving and working hours for professional drivers are becoming further and further restricted, and the digital tachograph doesn't do anything to help the situation."

Major disaster

At present, in Visbeen's opinion, the infrastructure is the biggest disaster facing the transport sector. "It's costing us a fortune. The biggest investment error in my opinion is the Betuwelijn (the railway line linking Rotterdam and the German Ruhr conurbation, ed.) currently being laid. They've forgotten one thing, namely covering it in asphalt to permit trucks to travel along the route. Although the Netherlands has almost completed laying the track, there is already talk about it being a financial disaster. I still say, let's cover the whole thing with asphalt and use it for LHV's. (In the Netherlands, a trial is currently underway with Long Heavy Vehicles (LHVs) with a total length of 25.25 metres and a maximum train weight of 60 tonnes, ed.). The LHV trial is in principle highly worthwhile, but in neighbouring

countries, these vehicle combinations are not yet permitted. Moreover, the tractor-trailer-trailer vehicle combination would offer us the optimum degree of flexibility. I say five or six trailers behind a tractor, and turn them into real road trains; the trucks would have no problem coping. That would be a real step forward."

Talking of steps forward, the European Union could make another one too. "European unification?, don't make me laugh", comments Visbeen. "In terms of total weights, which may be 40, 50 or 60 tonnes, there is absolutely no uniformity. The differences are considerable. And then of course we have these separate taxes, like the German Maut toll charge. Various countries have their own systems, and that fact is another disaster for the transport sector. Everywhere the stipulations vary. If you have to replace a truck's windscreen, you then need almost another day to transfer all the stickers you have to display onto the new one."

Special relationship with DAF

For more than fifty years, Visbeen has had a special relationship with DAF. "And it is a relationship which will never break down", concludes Visbeen. "In our vehicle fleet, DAFs represent 75 percent of all trucks, and our drivers could not be more pleased. Even real Scania fans have switched their allegiance to DAF. But how could you expect anything different? With the two of you in an

XF105 Super Space Cab, it's just like driving around in a mobile hotel." "One of the reasons that the relationship with DAF is so strong is that for more than forty years we have been carrying out practical testing of new techniques and technologies, within the framework of field tests. For several years, now, we have been driving a number of vehicles with DeNOx technology, one of the technical steps towards Euro 5. In order to comply with these emission requirements, the additive AdBlue is injected into the exhaust gases, to break down the nitrogen oxides. With this in mind, the trucks are equipped with a 70-litre AdBlue tank, which enables us to drive around five thousand kilometres. Initial results have been satisfactory, and there are also advantages in total fuel costs. I must first see the successes of the truck manufacturers who have opted for exhaust gas recirculation before I can believe in that system."

Managed Dealer Inventory for optimum parts availability

A number of years ago, PACCAR Parts and DAF After Sales began developing the 'Managed Dealer Inventory' (MDI) system. This is a unique, advanced stock management system that helps the DAF dealer effectively manage his parts stock. It offers many advantages, not only for the dealer, but also, mainly, for his customers. 300 locations have since been added to DAF's dealer network, which is being rapidly expanded further.

MDI's goal is to improve customer service further through an even greater availability of parts. Each day, the MDI automatically provides the DAF dealer with an MDI order suggestion for replenishing his parts stock. Its contents naturally depend upon the dealer's actual stock and sales. The dealer can then convert this suggestion into an order. He can also modify the order suggestion to his own specific requirements. In addition, the MDI has a number of other functions. The DAF dealer can use the 'Parts Locator' to see where else a specific part, which is difficult to obtain, is available within the dealer network. If a fellow dealer has this part in stock, this can save time for both himself and the customer.

Analysts

At DAF's head office in Eindhoven, nine analysts are each in charge of a group of 40 dealers. They offer order suggestions based on various parameters - such as the turnaround speed of the parts - and support the dealers with the continual improvement of their stock management. This relieves the dealers of extra time and worry so that they can devote maximum time to their customers. But that is not the only advantage: MDI enables the dealer to have an optimum assortment of parts in stock at all times. As a result, he hardly ever has to disappoint his customers and the number of urgent orders is reduced, sometimes by up to 50%. It is the end-customer who reaps the benefits of DAF's Managed Dealer Inventory in the end.

300 locations

In Europe, the MDI is already in use at 300 dealer locations. Almost the entire DAF dealer network in the Netherlands, Belgium and the United Kingdom now uses the system. The number of MDI locations in France, Spain, Germany, Austria, Italy and Israel is also on the increase, just as it is in Romania, Turkey, Greece and the Baltic States.

Every DAF is unique, built for maximum transport efficiency

A DAF to match every application

Whether transporting forty tonnes across the Brenner Pass, beer and soft drinks through the narrow streets of Paris, or heavy rocks across a quarry, there is a DAF to match every application; whether they be tractors or rigids.

In order to select the perfect vehicle for the job, DAF's professional sales advisors use the TOPEC system. This is an advanced computer system used to specify the ideal transport solution on the basis of user-entered parameters. After all, transport efficiency begins by choosing the right vehicle, which should match the specific needs and wishes of the customer right down to the details.

Transport efficiency is the keyword for every transport operator. Which is why, as well as offering expert advice on purchases and a leading after sales service, DAF offers an extensive range of products. Tractors and rigids, two, three and four-axle vehicles, and single or tandem drive for heavy applications. With a steered leading

rear axle for extra load capacity and maximum ease of use in yards, or a steered trailing rear axle for extra load capacity and maximum manoeuvrability. With a single or twin wheeled trailing axle, or with a sophisticated lightweight 4.4-tonne leading rear axle with 17.5" wheels to prevent overloading the driven axle.

Each transport application has its own specific requirements. Which is why every DAF is unique. Built to customer specifications. For maximum transport efficiency.



BELGIUM

The Belgian company, Transport Van Egdom, specialises in heavy transport and lifting activities. "In principle, we can transport anything up to 320 tonnes", says the Director, Paul Van Egdom. This 8x4 driven FTM XF95.530 tractor – with a steered leading rear axle for the double-drive tandem axle – is also used to transport 44-metre bars for use in the construction of the high speed line between Liège in Belgium and Aachen in Germany. Each bar weighs around 220 tonnes.



GREECE

In the bauxite mines in the Greek region of Sterea Hellas, these three FAD CF85 8x4 tippers are a familiar sight. Each day, the drivers, Efthimios Kastritis, Elias Kagkalos and Georgios Kontonikos transport many tonnes of bauxite (the raw material used to produce aluminium) in heavy conditions. "I have already driven several different makes, but prefer the DAF", says Efthimios Kastritis. "This is because of its high reliability and low fuel consumption."



SWEDEN

Börjes Tankcenter, in the Swedish town of Seda, has been specialising in fuel transportation for forty years. In 2005, the company purchased its first four DAFs. These are FAN XF95.480 types, with steered trailing rear axles. The rear bogie not only allows for an exceptionally high load capacity of around 17 tonnes, but also for greater manoeuvrability. This is important on the steep, narrow mountain roads in Sweden.

UNITED KINGDOM

The new FAX CF85.430 four-axle rigid – with two steered front axles and a steered trailing rear axle – owned by the British firm, C.R. Hansard Limited, in Gloucestershire, is used to transport and install heavy machinery and other large objects, such as containers or temporary housing on building sites. Hansard Limited has customers in the building sector, the petrochemical industry and the construction sector. In order to carry out the work as safely and efficiently as possible, the CF85 has several special facilities, such as three cameras and a remote-controlled crane (with a maximum length of 23.5 metres), as well as remote-controlled retractable pads and an extendible hydraulic platform. This DAF was chosen because of its high manoeuvrability and the stability of its four-axle chassis. As Stephen Hansard says, "This DAF provides us with the load capacity of a four-axle vehicle with the manoeuvrability of a three-axle vehicle."

GREECE

The FAN LF55 driven by Christos Tsimidopoulos is mainly used to transport and deliver marble in the area around Athens. His LF is fitted with a crane and has a co-steering trailing rear axle, which provides greater manoeuvrability and a tighter turning circle.





UNITED KINGDOM

118 years ago, the family-run business, Tom Moorhouse & Son, started out with eight horses and carts. Recently, this Yorkshire, UK firm started using twelve XFs, each with 430 horsepower. These three-axle XFs with liftable leading rear axle ('FTG') are fitted with an AS-Tronic automatic gearbox. "This enables the driver to concentrate better in busy traffic. It reduces the work load and improves safety", explains co-owner Josie Galloway. "Although we haven't had the trucks that long, we already have very good consumption figures. As each of the twelve trucks travels about 100,000 kilometres a year, this helps to keep costs low."



THE NETHERLANDS

This DAF FAS XF95.530 rigid belongs to De Groot Groep, a leading international importer and exporter of fruit and vegetables in the Netherlands. This impressive combination is being used in the Dutch trial of long and heavy vehicles (LHVs), in which combinations with a maximum length of 25.25 metres and a GCW up to 60 tonnes are being put into operation. Large-scale implementation of this transport concept reduces the number of kilometres driven, thus leading to a reduction in the emission of harmful substances. Because the use of LHVs leads to fewer transport movements, this also provides advantages in terms of traffic safety, operational management, congestion problems and transport efficiency. The DAF rigid, with a twin wheeled trailing axle, has a length of 8.20 metres. The trailer/semi-trailer is 13.60 metres long. The entire combination can transport 52 europallets.



SWITZERLAND

A low kerbweight and high load capacity were the two main reasons why the Swiss company, Ammann, decided to choose DAF's FTP CF85. DAF's FTP concept makes use of a light 4.4-tonne liftable front axle with 17.5" wheels. This means less weight compared to a conventional liftable leading rear axle but allows for 4.4 tonnes of extra load capacity. This concept helps to prevent the rear axle from being overloaded, particularly in situations where there is a partially loaded semi-trailer or an unevenly distributed load, which often occurs when stones are transported.

THE NETHERLANDS

"Europe is our home and service is the key". This is the motto of the Dutch salvaging firm of Hendriks, which recently added a very special DAF FAG CF85.480 to its fleet. The company specialises in salvaging and transporting all sorts of vehicles, even very heavy ones, both in the Netherlands and abroad. The new salvaging truck is an air-suspension DAF FAG CF85.480 with liftable leading rear axle and a chassis which is 5.90 metres in length. The truck also has an extendible lifting arm with a capacity of 23 tonnes and a winch with a pulling power of 25 tonnes. Hendriks chose DAF because the chassis needed for the superstructure is delivered as standard by the factory, meaning no further modifications are required. This reduces the total cost for modification and assembly of the superstructure.



Maximum flexibility for communication between chassis and body

DAF sets new standards in CAN bus technology

As 'CAN bus technology signals' are transmitted digitally and a connection can be used to send information to various 'users', the number of wiring and electrical connections in a truck has been considerably reduced in recent years. DAF has gone one step further with CAN bus technology to produce a 'Body Builder CAN', which reduces the number of electrical connections between the chassis and the body to just six. This concept offers substantial benefits when it comes to service and vehicle availability.

While existing CAN bus technology combines all the electrical and electronic connections for the engine, cab, air suspension and ABS and EBS braking systems, the 'Body Builder CAN' sets about reducing the number of electrical connections between the chassis and the body. Firstly, reducing the number of wiring and connections also further reduces the likelihood of faults. A second important factor is that the new CAN bus can be read out using DAF's DAVIE XD diagnostic equipment. This means that all DAF dealers can identify any electrical faults on the body, which is a plus for customers when it comes to service and vehicle availability.

Complex body

The DAF CF85 FAD (8x4), used by Cork-based Munster Drain Cleaning in the Republic of Ireland, is an excellent example of how the 'Body Builder CAN' can work. The vehicle is equipped with an extremely complex body manufactured by Kroll Fahrzeugbau-Umwelttechnik GmbH, Wezel (Germany). Waste water is filtered in the 20,000-litre tank, where it is prepared for use in washing, rinsing and spraying applications. The hoses used to take up the waste water weigh 400 kilograms and are hydraulically operated. Pressure pumps (250 bar) are located at the front and rear and spray jets for high-pressure road surface cleaning (150–200 bar) are fitted to the front of the vehicle. Many of the body functions can be controlled from the cab; the engine and PTO can also be started from the cab.

Customised software

The 'CAN Extension Box', which is programmed individually for each body,



The DAF CF85 FAD (8x4), used by Cork-based Munster Drain Cleaning in the Republic of Ireland, is an excellent example of how the 'Body Builder CAN' can work. The vehicle is equipped with an extremely complex body manufactured by Kroll Fahrzeugbau-Umwelttechnik GmbH,

enables the addition of up to eleven switches in the cab of a DAF truck for controlling body functions. Furthermore, four switches for controlling vehicle functions can be added to the body, for instance for activating hazard warning lights or flashing beacons. What's more, from the body it is also possible to switch the engine on/off, enable/disable the PTO and increase the engine speed for PTO use. A display on the body keeps the operator informed about the temperature, oil pressure and speed etc. of the truck's engine.

The 'Body Builder CAN' is available on all CF and XF models.

ATS Garrone

No sea too high for DAF XF

The French company, ATS Garrone, which specialises in transporting ships, recently transported a huge catamaran from a shipyard in the Mediterranean to Paris, so that it could be displayed at an international maritime exhibition. Of course, it was transported by a DAF; an XF95.480 to be precise. By: Melanie Robert



The flatbed trailer is fitted with a hydraulic lifting table. It can load and unload the boat completely independently so that the tractor can be used for other jobs in the meantime.



Arriving at night to make everything ready in the 'Porte de Versailles' exhibition centre.

During transport preparations, which took two and a half days, the ship was completely dismantled, and fittings were removed from the hull or packed in foamed plastic. The hull was packaged in thermal shrink wrap plastic, an exclusive technique pioneered by Garrone.



Packing, loading, transporting, delivering and assembling various types of yachts in France and further afield. This is the core activity of the 'sailors of the road', the trade name used by ATS Garrone. The company started out in 1982 as a traditional transport company and was founded by Pierre Garrone, who is the current technical director. Nowadays, ATS Garrone provides more than traditional road transport; the company being also active in the area of maritime logistical services. 70% of its annual turnover of 1.6 million euro is earned in the shipping industry. Whether dinghies or gigantic sailing boats and yachts, ATS Garrone has the means to transport and store them. An unusual test of ability was the transportation of an Outremer catamaran from La Grande Motte, near Montpellier, to the boat show in Paris and then on to a maritime exhibition in Düsseldorf.

Flatbed trailers and lifting tables

"We have two flatbed trailers with steered axles and an extendible platform, which we use to transport ships up to 25 metres in length and up to 32 tonnes in weight", explains Pierre Garrone. "We can attach either one or two hydraulic lifting tables to these flatbed trailers. Not only can we fasten the load onto this, but we can also lift it by up to three metres and tilt it to a maximum angle of 50°. There are two



advantages to this technology. On the one hand, the flatbed trailer can be controlled independently during loading and unloading, so that the tractor can be used for other jobs in the meantime. On the other hand, the position of the ship can be changed during transport, making it easier to manoeuvre through narrow passages. The lifting tables can also be mounted onto a self-designed trolley, which can move across the entire length of the flatbed trailer. This makes it possible to transport very long objects such as 50-metre masts. We can adjust the position of the load in three directions in order to take difficult bends and roundabouts."

Automatic choice

Garrone has three DAF XF95.480s to pull the flatbed trailers for wide loads. The trucks are all fitted with an automatic gearbox and retarder. This not only provides driving comfort and flexibility but also, perhaps more importantly, results in lower fuel consumption and less wear and tear

On narrow roads, the driver was able to tilt the boat using the lifting table, which enabled to boat to be lifted by up to 3 metres and tilted at a maximum angle of 50 degrees.

The AS-Tronic automatic gearbox and retarder provide comfort and flexibility.

The tractor included, about 280,000 euros have been invested in the combination.



The Outremer catamaran left La Grande Motte, near Montpellier, early in the morning and arrived in Paris at one o'clock at night in order to be put into place at the Paris Boat Show. The 750 km long journey was carried out by ATS Garrone's DAF XF95, at an average speed of 30 km/hr.

Pierre Garrone, founder and Technical Director of ATS Garrone. The company, which is based in Martigues, near Marseille, has recently opened a site in Normandy in order to provide its nautical customers with even better service.



on the clutch. Moreover, the vehicles have an appearance to match the company's professional image.

Groundbreaking technologies

Garrone's success in the very competitive shipping transport industry is due to the groundbreaking technologies they employ. "When transporting a catamaran to be displayed at an exhibition by a shipbuilding yard, you are also transporting the customer's image. Nothing must go wrong. Every ship must be delivered on time, in perfect condition", emphasises Pierre Garrone.

He mentions another advantage which he has over his competitors, which is an exclusive packing technique: "We cover the hull in a thermal shrink wrap plastic to protect it from dirt. It is a technique I have adopted from my American customers who import motorboats to Europe. I've modified this technique so that it's also suitable for large hulls. As a result, I've recently succeeded in signing a

contract with Eurocopter for transporting helicopters."

Helicopters and sculptures

Eurocopter not only attaches great importance to careful packaging of its products, but also to tracking of the load during transport. For this purpose, Garrone uses a satellite navigation system. As a result of transporting helicopters, boiler equipment, monumental artwork and containers, the company has been able to diversify, and optimise management of its fleet. However, the nautical industry remains its top priority and ATS Garrone has recently opened a site in Saint-Maclou, Normandy, in order to strengthen its position in this sector. "Land and offices are rented from a colleague of ours. We now have a location close to Le Havre, which is where the ships that are imported to Europe by my American customers arrive. In addition, we are right next to state highway 175, which is used for transporting heavy goods between Le Havre and the South of France."

Ultra-modern, but with the environment a key consideration DAF begins construction of a state-of-the-art engine testing lab

DAF Trucks N.V. will be opening a completely new engine testing lab at the end of 2007. The new complex will boast hyper-modern equipment and 20 test cells suitable for testing engines with a maximum output of more than 800 hp. Construction of the new testing facilities emphasizes DAF's position as 'Centre of Excellence' with regard to engine development within PACCAR.

Its annual production of more than 40,000 engines, makes DAF Trucks N.V. one of the largest manufacturers of diesel engines for trucks and buses in Europe. In order for the company to meet increasingly stringent emissions requirements and retain its place as an industry leader in the areas of reliability, durability and fuel consumption, engine development will remain a prime focus.

Seven days a week

The new engine testing lab is currently under construction at the DAF Trucks site in Eindhoven. It will include 20 test cells and will supplement DAF's existing testing facilities. The new complex will feature a number of cells for durability testing, where engines will run 24 hours a day at ambient temperatures of up to 50o Celsius. Cold tests (at temperatures of down to - 20o Celsius) will feature among the activities carried out at the new lab, alongside a full range of noise, output and emission measurements, all using state-of-the-art technologies. The lab will also be suitable for performing tests under changing atmospheric conditions and temperatures in order to simulate different altitudes.



The environment is an important consideration

An important consideration when designing the new engine testing facilities was not only the implementation of state-of-the-art technologies, but also respect for the environment. Instead of the water brakes generally used in the truck industry, the test cells use electrical braking units. During testing, these subject the engines to loads comparable with those experienced in actual use, and they therefore also act as alternators. Combined, these braking units will be able to deliver 20% of DAF's total electricity requirement in Eindhoven.

Extra clean diesel engines for buses

At the beginning of next year, or as early as technically possible, DAF will be launching EEV engines onto the market for use in buses. The emission values of the exhaust gases will be even lower than the stringent Euro 5 standard which will come into force in 2009. By applying DAF SCR Technology in combination with a passive soot filter, the amount of solid particles and particle dust will be significantly reduced, enabling these engines to produce even lower emissions than gas engines.

The EEV version of the new 9.2 litre PACCAR PR engine developed by DAF, uses DAF SCR Technology in combination with a passive soot filter. As a result, emission values of only 0.015 g/kWh of solid particles can be achieved, 50% lower than the Euro 5 standard and 25% lower than the EEV standard (Enhanced Environmentally friendly Vehicles). Until now, such a low value could only be achieved with gas engines. Apart from the fact that DAF EEV diesel engines have a lower particulate emission than gas engines, they also have numerous other advantages, such as a higher return, greater reliability and durability and significantly lower operating costs, when compared with alternative fuels such as gas.

In the light of these outstanding results, Ron Borsboom, a member of the DAF Trucks Executive Board and in charge of product development, says, "Government incentives which enable transport companies to replace old Euro 0, Euro 1 and Euro 2 buses with cleaner Euro 5 and EEV buses as quickly as possible must definitely be a consideration. This will most certainly benefit the environment."



You will need AdBlue in your new truck!

Air1® - all your AdBlue requirements, delivered, throughout Europe, within 48hrs of ordering:



Bulk solutions

Tanks and dispensing equipment installation service for home depot customers



1000 liter intermediate bulk container

An innovative container and pump system for storage in your home depot



10 liter can

Approximately 600km of extra driving, enough to reach the next fill point



AdBlue® produced by Yara and distributed by Brenntag

Driving for cleaner air!

United Kingdom
For more information, please call:
Tel. +44 700 4 ADBLUE
Tel. +44 1384 276 444

Nederland & België
Voor meer informatie kunt u contact opnemen met:
Tel. NL: +31 35 588 9251
Tel. B: +32 56 78 82 67

Espana/Portugal
Para más información pueden llamar a los siguientes numeros de contacto:
Tel. E : +34 91 665 30 00
Tel. P : +351 21 924 88 00

Italia
Per ulteriori informazioni contattate:
Tel. +39 0775 774862
Tel. +39 02 48333.641

France/Belgique/Luxembourg
Pour advantage d'informations, vous pouvez nous joindre:
Tel. F: +33 472 221 604
Tel. B: +32 56 78 82 67

Deutschland/Schweiz/Österreich
Für mehr Informationen rufen Sie uns einfach an:
Tel. D: +49 180 5010 250
Tel. CH: +41 44 3609020
Tel. AT: +43 1 599 95 0



Visit: www.air1.info

Air1® is a registered trademark of Yara International ASA. Produced by Yara. Distributor in Europe is Brenntag. AdBlue® is a registered trademark of the Verband der Automobilindustrie e.V. (VDA). To learn more about Air1® - visit www.air1.info

PACCAR WORLD



President's Manufacturing Innovation Award'

During PACCAR's Senior Management Meeting that took place in Seattle in March, Tom Plimpton, president, awarded the 'President's Manufacturing Innovation Award' to DAF Trucks. This challenge trophy is given to the PACCAR division that has made the most significant advances in production innovation. DAF received the award for the renewal of the Engine Factory.

In the past four years, DAF's Engine Factory has been completely renewed. It is now one of the most sophisticated of its kind in the truck industry. The complete production process now conforms to the highest standards in terms of quality, efficiency and working conditions, whilst at the same time the production capacity has been increased dramatically.

During all the construction and renewal activities, engine production continued. Year after year, production records have been broken. "A fantastic achievement", said Jos Smetsers during a specially organized ceremony for all the employees of DAF's Engine Factory in Eindhoven. "Not only from our colleagues in Production Engineering, Manufacturing Engineering, Utility Services and all the other supporting departments, but also from the people on the shop floor, who had to carry out their work under sometimes challenging circumstances. This trophy is visible proof of DAF's innovative power and especially that of the people working here."

Ferrara Bros relies on Kenworth T800 concrete mixers

Ferrara Bros Building Materials is the only supplier of concrete for the construction of a third water tunnel for the City of New York. The company is deploying Kenworth T800 concrete mixers for this purpose.



Since the beginning of February, Ferrara has been producing and supplying 300 to 1000 cubic metres of special concrete every day; this will continue for two and a half years. The company, with its head office in Flushing, New York, will supply a total of more than 130,000 cubic

metres of concrete, equivalent to around 10,000 truck loads.

Ferrara's fleet of concrete mixers includes twelve Kenworth T800s, each fitted with a 350 hp Cummins engine, an Allison six-speed gearbox and four axles, including a liftable one.

"Together with the dealer, we examined ways in which we could make the trucks as light as possible", says Ferrara's Bob Gartman. "The trucks have only three batteries instead of four, the smallest possible fuel tanks have been fitted and we have removed the passenger seat. We can operate with very large concrete mixer bodies and can carry about one and a half more cubic metres per journey than most others."

"We chose the Kenworths because of their sturdiness and reliability", continues Gartman. "A constant supply of concrete is crucial to this project; we cannot permit unplanned stoppages. In our business, low running costs are more important than the purchase price. Thanks to low maintenance costs, the running costs of the Kenworth T800 are lower. Furthermore, the residual value will be higher."

PACCAR receives 'National Medal of Technology'

In a ceremony at the White House earlier this year on 13th February, President George W. Bush presented PACCAR with the 'National Medal of Technology'. The 'National Medal of Technology' was established by the US Congress in 1980 and is the nation's highest award for innovation. It recognises the contribution made by America's innovators to the nation's economic strength and technological advancements.

PACCAR was presented with the award for its leadership in the development of aerodynamic, lightweight commercial vehicles. This has dramatically reduced fuel consumption and increased the productivity of road transport. "On behalf of PACCAR's 22,000 employees, we are honoured to be the 21st company since 1980 to earn the most prestigious technology award," said Mark C. Pigott, Chairman and Chief Executive Officer. "PACCAR is entering its 101st year and the National Medal of Technology provides a wonderful springboard to accelerate the company's new aerodynamic product introductions, including our active hybrid vehicle programmes and industry-leading environmentally friendly 'Clean Power' onboard energy management systems."





OBU 2 not yet flawless A year of the German MAUT

By: Bert Roozendaal

The first year of the Maut system has contributed 2.86 billion euro to the German treasury. After a difficult start, the toll gates opened in January 2005 with barely a hitch. Toll-Collect is steadily continuing to build the most advanced distance-related charging system in Europe. With the most important advantage being that the 'MAUT' is more or less accepted by the European road transport sector



According to the BAG, drivers place objects all too often around the sensor in front of the windscreen causing malfunctions as a result.

This does not mean, however, that criticism has completely dissipated a year after its introduction. Recently, a German TV station let five trucks, with 'Ich bin ein Mautpreller' (I am a MAUT toll evader) displayed in large text, drive 2800 kilometres along the German motorways without paying or being stopped. The German BAG (the agency responsible for road traffic controls) admits that they carry out checks on a random basis, but also points out that the 17.2 million vehicles already checked makes up 10 % of total traffic, while a valid spot check does not normally exceed 2 to 3 percent. The TV station's stunt therefore seems to be based more on luck than judgement. The commotion surrounding the fact that drivers from former Eastern block countries are given lower fines than their West European counterparts cannot be attributed to the Maut. It is an integral part of the German

OBU2 will enable the equipment to be modified via mobile phones as well.



penalty system that income is taken into account when determining the amount of a fine. In fact it is to the credit of the German police that they enforce this law without respect of persons.

99.6 percent flawless

As of 1 January, every MAUT box must be upgraded to OBU2 in order to achieve improved reliability and greater flexibility. However, there are still a few problems. A survey conducted amongst members of the Dutch road transport employers' association (TLN) revealed that 43 percent of those questioned had experienced problems. Not so much during installation, but when travelling. The most common problem is for the unit to suddenly report 'MAUT-free zone' or 'GPS signal lost' at times when this should not occur. TLN finds this disappointing. "Time and again we are promised that this type of problem will be solved with the introduction of OBU2," says a spokesperson. Nevertheless, Toll-Collect adheres to its statistics: "In 99.6 percent of cases the equipment operates flawlessly, which is considerably higher than the contractual obligation of 95 percent," states Press Officer, Claudia Steen. 0.4 percent is indeed a low percentage. But when applied to 23 billion charged kilometres, 0.4 percent is still a considerable number of cases where it has gone wrong, and for which fines are received in the post.

Substantial growth

Toll-Collect predicts that its system will grow substantially in 2006. According to TLN, the majority of European transport operators are fortunately able to

pass on a large part of their MAUT charges to the shipper. That is probably a good thing, as German transport operators have been promised 600 million euro in compensation from their government. The federal government wants to obtain this money by increasing the MAUT from 12.4 to 15 euros per kilometre. Berlin wanted to partially compensate for this by lowering excise duty on diesel fuel, so that foreign transport operators can also benefit. However, these operators prefer not to refuel in Germany. Brussels has since rejected this plan. Germany still intends to implement the increase in MAUT charges and now wants to separate it from the promised compensation by officially linking the toll increase to another purpose and collecting the 600 million euro from other sources.

Flying start

But that is mainly political. Just like Brussels' desire to have a universal road charge system for the whole of Europe in 2012. In this respect, the German consortium already has a flying start. Its system, however complicated, already works. Ready to rattle the toll gates in the whole of Europe.

DuPont CoatingSolutions

DuPont has a long history of involvement with road transport vehicles, especially in providing paint technologies for manufacturing and repair. DuPont has been the leading player in this sector for several decades, developing solutions that perfectly answer industrial demands for high performance and durability, while still respecting the environment.

Solutions that include patented DuPont technology for using the same topcoat quality, such as DuPont™ Imron®, on both metal and plastic cab components. Solutions that the DuPont™ Imron® range also provides to the aftermarket. Solutions that allow a perfect match of any colour, any time, anywhere in the world.

DuPont CoatingSolutions benefits from being part of a large company, with comprehensive technical expertise, extensive R&D resources and a high level of consulting experience on new projects.

Our world-wide service network ensures these benefits are available wherever they are needed. Taking advantage of these strengths, Paccar relies on DuPont CoatingSolutions to supply superior coating solutions for their DAF, Leyland, Foden, Kenworth and Peterbilt vehicles.

Whether you build trucks or repair them, DuPont can make it work for you. Call DuPont CoatingSolutions today, and let's make the future together.

Antoon Spinostraat 6
B-2800 Mechelen, Belgium
Tel.: +32 15 44 19 13
CoatingSolutions@bel.dupont.com

The DuPont oval, The Miracles of Science®, DuPont™ and Imron® are trademarks or registered trademarks of DuPont or its affiliates.



DAF XF105

Setting new standards in quality, efficiency, ergonomics and performance, the new DAF XF105 was the star at the 2005 RAI Commercial Vehicle Show. Featuring a brand-new engine in a new chassis layout, a new and comfortable interior as well as a restyled exterior, DAF's new top model offers quality in every single detail. Matching the XF105's quality and durability is the factory-standard paint provided by DuPont CoatingSolutions, DAF's partner for paint for more than a decade. The same paint is available to the aftermarket as part of the DuPont™ Imron® range, in every official DAF colour and for any custom paintwork as well.



The miracles of science™

DAF and PACCAR Financial: dedicated to transport

Investing in vehicles is an expensive and complex business decision. You are making choices which will directly affect the success of your business. PACCAR Financial offers a full range of financial products that can help provide real benefits to your business.

