

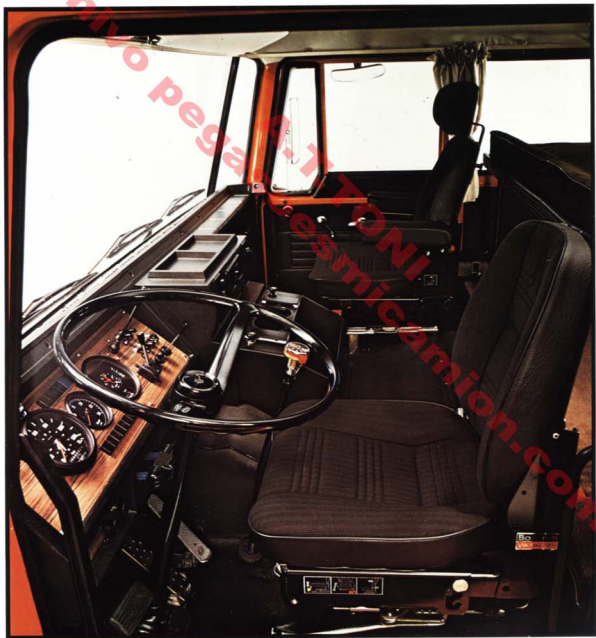
DAF 2800







Modern comfort in up-to-date
transport equipment





The F 2800 series cab is designed to meet the demands made by the most arduous long-distance transport operations. The exterior styling, the interior fittings and the careful attention to detail typify this cab, tailored to the needs of the driver who may spend days (and nights) in the cab and the service mechanic who must be able to keep the vehicle in perfect condition with the minimum of effort.

In view of the numerous applications of the F 2800 series, two cabs are available, a 2.05 m long sleeper cab with two bunks and a shorter cab measuring 1.62 m.

Comfort and safety make for confident, relaxed driving. The importance DAF Trucks designers attach to safety is illustrated by the cab design with its heavy box sections, forming a strong cage, and steel panelling. The F 2800 series cabs incorporate the latest ideas in the field of safety, and the occupants are given maximum protection. Safety is also promoted by features such as the equally high brake pedal and accelerator, a special steering column safety attachment and dashboard padding.

All the instruments and controls are arranged within the field of vision or reach of the driver, and the warning lights and switches on the instrument panel are provided with easily understood symbols. Good vision is of vital importance. A large area of glass has therefore been provided all round. Three large windscreen wipers, backed up by electric screen washers, sweep more than 90% of the windscreen. The high-capacity heating and ventilation system, in addition to its primary task of maintaining an ideal cab temperature, also keeps the windscreen clear of condensation. Other features promoting good vision - and therefore comfort and safety - are full-width adjustable sun visors, twin headlights, two gen-

erously dimensioned vibration-free rear-view mirrors and a pavement mirror.

The comfort of the F 2800 cabs is particularly noticeable in the spacious accommodation provided for the driver and co-driver and in the seats. The driver's seat is a full suspension unit, adjustable to suit the occupant's weight and for height, reach and rake.

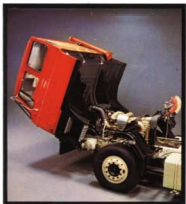
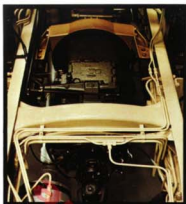
The super de luxe co-driver's seat features folding armrests and a headrest. Both seats are cloth-centred for hot weather comfort, with hard-wearing vinyl edging. The short cab can be supplied with less luxurious seats on request.

The sleeper cab is equipped with two bunks, one above the other, measuring 60 cm by 1.90 m. For the sake of privacy all the windows of this cab can be curtained off. The upper bunk can be folded down to provide an extra seat between the driver and co-driver, leaving a single bunk with generous headroom. The two wide cab steps with a moulded non-slip surface, the big grab handles on the door pillars, the wide doors opening to a large angle, the tasteful interior finishes and the generous storage facilities all contribute in their way to the comfort of the F 2800 cab.

The comfortable, safe and comprehensively equipped cab of the F 2800 series promotes optimum driver performance, which is vital for profitable haulage.

Sturdy chassis
for arduous operation





The F 2800 series covers a wide range of applications. There is a choice of truck, tractor and tipper models with 4x2, 6x2 and 6x4 layout. Well-tried components are used, tested in years of operation on international motorways, mountain roads and country lanes, and in extremes of climate from tropical Africa to the Arctic Circle. The experience gained has resulted in mechanically reliable trucks with a high degree of driver comfort.

The F 2800 series vehicles have cabs which tilt without any parts having to be detached. The hydraulic tilting system incorporates a safety device preventing unauthorised tilting. The large tilt angle of 70° and the excellent engine accessibility are features that appeal particularly to the service mechanic. Oil, water and screen washer levels can be checked and topped up through the grille without tilting the cab.

The riveted chassis frame is built up from precision-pressed sections. This strong, torsionally rigid frame is completely flat-topped. Tractor models are provided with angle sections on the side members for easy installation of the fifth-wheel coupling. Truck models have a rear cross member with a standard hole pattern, enabling it to be placed in four different positions for simple fitment of a trailer coupling.

The dual-circuit air brakes are to full EEC specifications. One circuit is for the front brakes and, if applicable, the trailer or semi-trailer brakes. The second circuit is for the rear brakes and, in an emergency, the trailer or semi-trailer brakes. The brake lines are routed within the chassis side members. A load-sensitive braking device on the rear axle adjusts braking effort to vehicle loading. The handbrake/parking brake operates through spring

brake actuators on the front axle

(except 4x2 truck models) and the (forward) rear axle. An exhaust brake is standard equipment. Long, smooth semi-elliptic springs and double-acting shock absorbers confer excellent riding qualities. Parabolic-type springs are used on 4x2 tractor models. Stabilisers are available if required in connection with the nature of the superstructure or load.

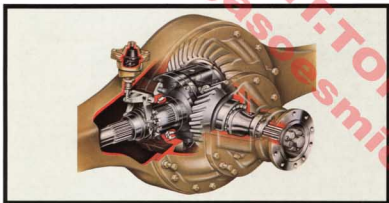
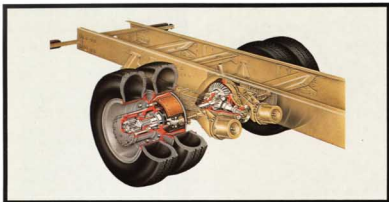
Two-axle truck and tractor models with an axle load not exceeding 10 tonnes can be equipped with air suspension. This is of interest to operators who use demountable bodies.

On 6x2 chassis (single-drive tandem-axle vehicles) the non-driven wheels are independently suspended, equalising beams being shackled to the springs of the driven axle. The 16-tonne single-drive tandem axle can be equipped with an electro-hydraulic axle lifting device. On 6x4 chassis (double-drive tandem-axle vehicles) the rear axles are mounted on semi-elliptic springs pivoting on trunnions and located by torque rods.

The drive lines of F 2800 series vehicles are designed for optimum performance and utmost dependability. The lighter two engines in the range drive through a 6-speed constant-mesh or synchromesh gearbox. With a splitter gear it gives 12 equally spaced ratios. The more powerful engines are coupled to a 13-speed gearbox with 12 normal speeds and a crawler gear. The 4x2 and 6x2 models are equipped with a 13-tonne driven rear axle having planetary gear hub reduction. As torque multiplication mainly occurs in the hub with this kind of axle, the crownwheel, pinion and axle shafts are subjected to less heavy loads. A mechanical differential lock is available if required in connection with operating conditions.

F 2800 series,
high specification
trucks





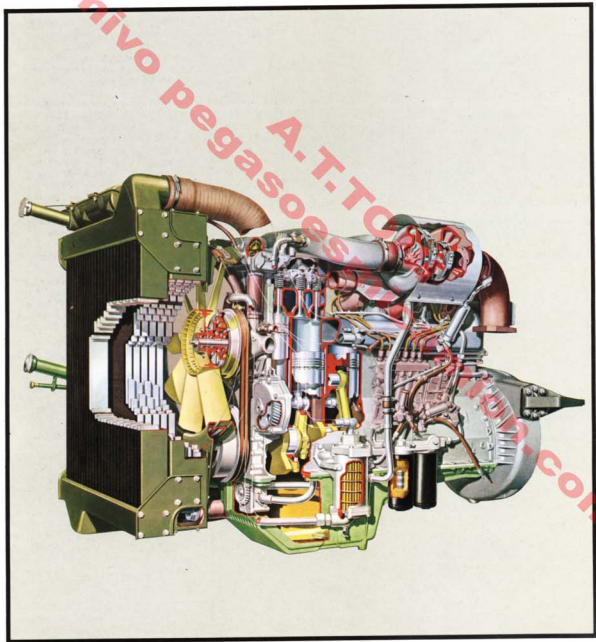
The 6x4 models use the proven DAF 20-tonne tandem-axle unit. An inter-axle differential improves tandem-axle operation. This differential can be locked electro-pneumatically when necessary on account of ground conditions.

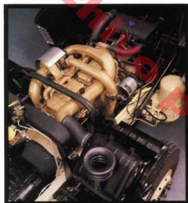
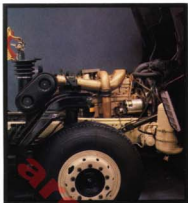
The wide choice of axle ratios enables the ideal ratio to be specified for any kind of operation.

The F2800 series vehicles incorporate a vast amount of experience obtained in building heavy vehicles for long-distance haulage. This experience, combined with the modern production techniques, results in high specification trucks which offer operators, drivers and mechanics alike outstanding advantages.

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Proven economy,
reliability and long life





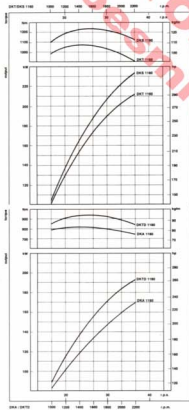
Today's heavy long-distance haulage and the wide range of applications of the F 2800 series call for utterly dependable engines with sufficient power to keep to tight operating schedules. DAF Trucks meets these requirements with a series of water-cooled, direct-injection, 6-cylinder in line diesel engines having a capacity of 11.6 litres. These engines, many of them turbocharged, turbocharging having been taken into account from the drawing board stage, are compact units that are noted for their reliability and long life. Their fuel consumption is surprisingly low. A common feature of the 11.6-litre engines is trans-

verse cooling, maintaining virtually identical temperatures in all the cylinders. Twin thermostats are an additional safeguard. Further features of these engines are an oil cooler, an electro-magnetic fan and renewable dry cylinder liners.

The first engine in the range is the DKA 1160. This naturally aspirated engine has ram induction, the pressure waves in the inlet manifold being harnessed to force more air into the cylinders. The DKA 1160 develops 169 kW/230 DIN hp and has a maximum torque of 804 Nm/82 kgm. The DKTD 1160 has a moderate degree of turbocharging. It has a maximum output of 191 kW/260 DIN hp and a maximum torque of 932 Nm/95 kgm.

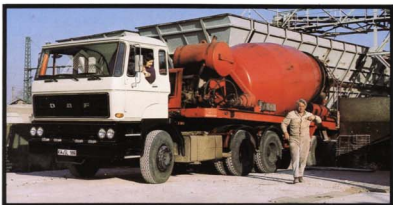
The DKT 1160 has a higher degree of turbocharging. It also features piston cooling, oil being continually sprayed against the piston crown from the main oil passage. This engine has a maximum output of 213 kW/290 DIN hp and a maximum torque of 1079 Nm/110 kgm. The most powerful of the 11.6-litre family of engines is the DKS 1160. In addition to the features of the other engines, this version has charge cooling; after being compressed in the turbocharger the inlet air is passed through an air-to-air cooler mounted ahead of the radiator. The DKS develops a maximum output of 235 kW/320 DIN hp; the maximum torque is 1226 Nm/125 kgm.

These 11.6-litre engines, designed and manufactured by DAF Trucks, have given ample evidence of their reliability in many years of operation. Their surprisingly low fuel consumption has proved to be a much valued feature.



Tractive units
for punishing international haulage





The F 2800 series vehicles are designed to meet the demands made by the most arduous long-distance transport operations. Their design is such as to enable the most suitable vehicle combinations to be formed within the framework of present and future legislation. These vehicles are ideal tools for operators, allowing them to benefit to the full from the increasing potential in the field of heavy haulage. Sufficient variants are available for every operator to be able to specify the precise vehicle he requires for his specific transport operation.

The 4x2 tractors in the F 2800 series provide a choice of several wheelbases, and a short cab or a longer sleeper cab. For the heavier jobs there are 3-axle tractors with a single-drive tandem axle (6x2) or a double-drive tandem axle (6x4). The FTT 2800 DKS is particularly suitable for special transports, such as carrying heavy machinery on low-loaders. This tractor can operate at gross combination weights of up to 70 tonnes, subject to the granting of any special permits that may be required.

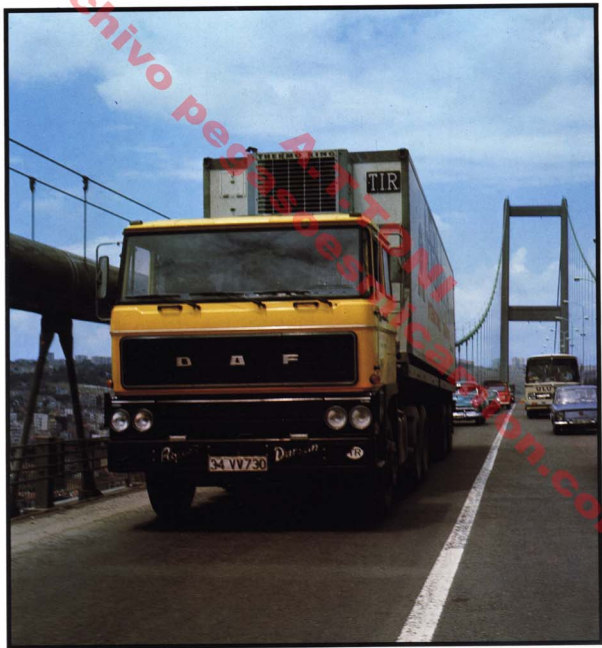
The F 2800 series also includes a number of interesting haulage models.

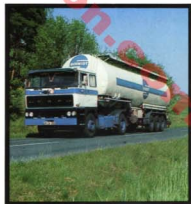
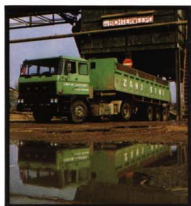
Truck chassis are available with 4x2, 6x2 and 6x4 layout and with various wheelbases, making it possible to specify the right body length for any transport job. A short tipper body, a long body for bulky loads or a body designed for carrying palletised goods, anything is possible.

F 2800 series vehicles provide optimum dependability. They are built to stay on the road earning profits for the operator and to keep to tight operating schedules at minimum cost.

The vehicles of the F 2800 series, backed up by a dynamic service organisation, are a good investment for operators who are aware that only the best vehicles are good

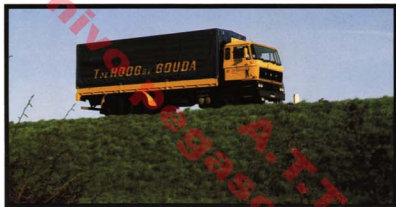
Universal application,
also for special transport operations





Reliable haulage units
for long-distance operation



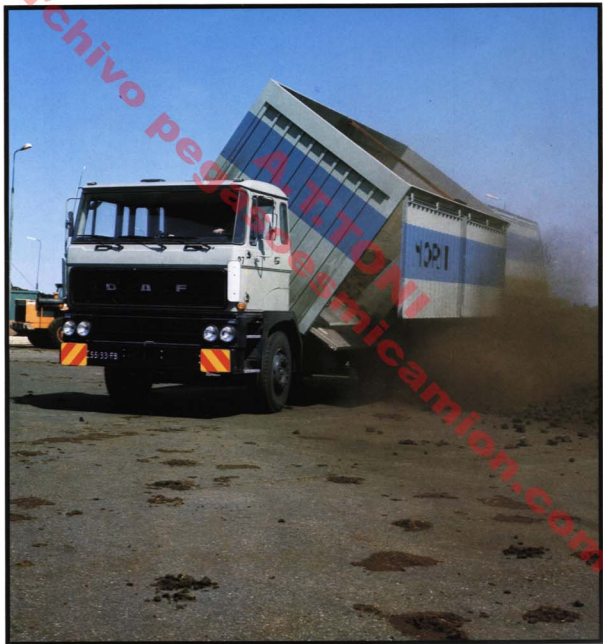


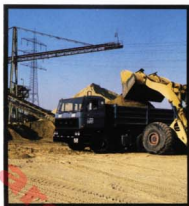
enough to ensure the future of their business. In truck operation the purchase price of a vehicle is important but it is the operating costs that count in the end. DAF Trucks is well aware of that and lays a sound basis by building quality products. Proven components, the outcome of years of operating experience, are assembled using modern production techniques. The end products are vehicles with a strong chassis and reliable components with reserves of strength, powered by tireless engines that combine high power outputs with economy of operation.

Operators do not only invest in vehicles, they also invest in service. DAF Trucks builds premium trucks and its service is of matching quality. The widespread dealer and service network and International Truck Service (ITS) ensure that DAF Trucks' reputation for good service is maintained. Repair and maintenance schedules are tailored to operating conditions and annual mileage. This carefully scheduled preventive maintenance is carried out by skilled personnel in well-equipped workshops.

DAF Trucks looks after its products with great care throughout their working life. Cost-conscious operators engaged in heavy haulage will find that the trucks in the F 2800 series help to boost their profits.

F 2800-proven economy
for heavy long-distance haulage





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