



# Power and passion

THREE years ago, when the new exhaust-emission rules were first mooted, few would have thought they would lead to a power race.

It might seem impossible we could have cleaner engines that are more powerful than those they replace, but it's a fact that some truckmakers have produced more powerful engines under the exhaust-emission regimen.

Not all makers have been able to boost performance — only those who have adopted the European selective catalytic reduction (SCR) technology.

SCR is an exhaust after-

treatment technology that injects a urea solution into the exhaust downstream of the engine, converting nitrogen oxides (NOx) to harmless nitrogen and water.

The urea solution is carried in a tank on the chassis and is injected into the exhaust system at a controlled rate.

It cleans up the noxious gases before they leave the tailpipe and foul the environment.

But because SCR is an after-treatment technology rather than an in-cylinder treatment like the US-favoured exhaust gas recirculation (EGR), engine tuners have been able to tune their truck

engines for optimum output, knowing the increased NOx that will result can be cleaned up in the tailpipe. That ability to tune for best performance has enabled truckmakers to make use of the potential that was formerly contained within the engines under the previous exhaust-emission regime. Volvo can offer a big-bore FH16 V8 with 492kW, Scania an R Series with a 462kW V8, and Mercedes-Benz an Actros powered by a 447kW V8.

The International Trailer Truck and Equipment Show gives you the chance to see them all at the one venue.



**Power up:** the new exhaust-emission technology has enabled Volvo to make a big-bore FH16 V8 with 492kW



# Classy Dutch treat

DUTCH truckmaker DAF, sharing PACCAR World with its big brother, will show its premium European trucks.

DAF has released its all-new LF and CF ranges of medium and heavy-duty trucks, which are already setting new benchmarks for urban, regional and intrastate work.

Extensively tested to handle Australian conditions, each DAF model has the latest PACCAR engines, providing excellent performance with low fuel consumption. Using SCR emission control technology, the engines deliver state-of-the-art emission standards.

DAF trucks are known for their driver comfort, safety, efficiency and durability.

The Dutch arm of the PACCAR corporation will display eight vehicles from its new metro LF Series and its regional and intrastate CF Series in a variety of applications.

On show will be five DAFs, including an LF55 FA E18 rigid tautliner, a CF75 FAT rigid with tilt tray, and a CF75 FT prime mover configured as a safety truck.

Two CF85 flagships, one with the roomy

Space Cab, configured as a tandem drive prime-mover, will also be there.

Central to the DAF display will be a fully featured CF85 FT 4x2 prime mover.

The vehicle has Eaton Roadranger transmission and advanced electronics, including a lane departure warning system, electronic braking system (EBS), vehicle stability control (VSC), a fleet-management system interface and GPS navigation.

It also has a Bluetooth-compatible hands-free telephone kit integrated into the dashboard and steering wheel controls.

As well DAF will have a technology display, including a sectioned cab from a CF85 Space Cab and the new high-performance PACCAR MX engine and AS-Tronic automated transmission.

"DAF's new model line-up continues to add another dimension to Australian transport, providing a quality European alternative that complements Australia's iconic Kenworth brand," PACCAR sales and marketing director Andrew Hadjikalou says.



Highly regarded: DAF trucks such as this a CF prime mover have a good reputation for comfort, safety and durability.