

DAF CF Full Electric

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Cab exterior execution

- Day Cab for FAN, Sleeper Cab for FT
- Central door lock with remote control
- Electrical mirror adjustment
- Day time running lights with 4 LEDs
- LED head lights with Lexan lenses
- Mechanical cab suspension
- Cab step Robust or optional Cab step Flexible

Optional:

- Sleeper Cab or Space Cab
- Rear (double) glass
- Cab air suspension
- Sun visor Green translucent
- Hazard beacon lights on cab roof
- Fog lights in the lower bumper combined with cornering light function

Cab interior execution

- Mechanical differential lock switch
- Multiplex configurable switches (MUX) for personalised dashboard switch layouts
- Vehicle Stability Control (VSC)
- Lane departure Warning System (LDWS)
- Cruise Control (CC) with Forward Collision Warning (FCW)
- Storage on the engine tunnel
- Pollen filter (effective against particles up to 0.5 micron)
- Aluminium roof hatch

Optional:

- Reverse warning system
- Adaptive Cruise Control (ACC) with Forward Collision Warning (FCW)

Suspension and Axles

- Parabolic front suspension
- Air suspended rear axle
- 8t front axle load
- HR1356 rear axle

Optional:

- 9t front axle load
- Axle load monitoring
- SR1347 rear axle (FAN)

Wheels and Tyres

- Steel disc wheels
- Various tyre makes, tyre sizes and tread patterns

Optional:

- Aluminium Alcoa wheels
- Tyre pressure monitoring (TPMS)

Driveline

- E-Engine Siemens Performance 240 kW, specific 210 kW
- Rear axle ratio 7:21

Optional:

- Rear axle ratio 5.63 (SR1347)

Brake System

- Ventilated disc brakes at front and rear
- Automatic Electronic Brake System (AEBS)

Chassis

- 37 t GCM
- Wheelbase 3.80m for FT and 4.20m for FAN with 2.40m rear overhang
- Side member: 260 mm for FT, 310/6.0 mm for FAN
- Single circuit steering system
- Rear underrun protection with variable height possibilities available
- Battery Lithium Ion 315 kWh effective
- Manual main switch

Optional:

- CF FAN Electric wheelbase options:
 - 3.80m / 2.05m
 - 4.40m / 2.55m
 - 4.60m / 2.75m
 - 4.80m / 2.90m

Body and body preparations

- Application connector cab front or on the chassis

Optional:

- Analogue body signals and warnings
- CAN J1939 functions in application connector
- Side marker lights
- PTO ECAS Bump/Freeze

Warranty

- Standard warranty; 1 year for the complete vehicle, 2nd year driveline and 1st year breakdown

DAF MULTISUPPORT repair and maintenance

- DAF MultiSupport Full Care



DAF CF Electric – Fully electric driving for various applications

The CF Electric offers the ideal solution for transporting heavy loads in an environmental friendly way. It is available as a 4x2 tractor unit (FT) or as a 6x2 rigid with steered trailing axle (FAN). Thanks to its' powerful electric motor, short charging times, 200 km range, two different e-PTOs and a GCW of 37t the CF Electric provides a high level of flexibility and can be used for transporting various goods in regional and/or inner city environments. Examples of the various applications range from transporting (non)-temperature controlled goods to refuse collection.

Cab interior

For the CF Electric DAF has developed a special, high quality instrument cluster, where the rev counter has been replaced by a power-/charge level indicator and instead of a fuel-/AdBlue® gauge the battery energy level is shown. A more precise battery state of charge screen can be shown on the screen of the instrument cluster. Furthermore, thanks to a convenient placed lever on the steering column the driver has the possibility to control the regenerative braking force via four positions.

Brake resistors

The brake resistors have two main functions; to heat up one of the two cooling systems and to convert electric energy into heat. The cooling system that is heated by the brake resistors is used to generate heat in the cab. The engine has a separate cooling system to keep it at the right temperature. When the batteries are fully charged, any additional regenerated energy is converted into heat via the brake resistors.

High Voltage (HV) system control box

The HV system control box is a high voltage distribution box and contains all the fuses and relays. It is centrally located between the chassis beams where the combustion engine would be if it were a diesel-powered CF truck. In this way the HV system control box can easily distribute the correct voltage to all the relevant components.

E-PTO

There are two different e-PTOs available for the CF Electric. One AC 400V/32A variant that can be used for both rigids and tractors to power for example temperature controlled trailers. The other e-PTO is a High Voltage DC connector that can be used by body builders.

Flexible chassis layout

It is possible for the CF FAN Electric to allocate the batteries of the right-hand side to in between the chassis beams to create free space on the right-hand side of the chassis. For RHD vehicles it is possible to allocate the batteries of the left-hand side to in between the chassis beam to create free space on the left-hand side of the chassis. This extra free space on the chassis enables an easy installation of body builder components like for example side loader systems for refuse collection.

Battery energy storage

The CF Electric has 5 battery modules on both sides of the chassis. These temperature controlled, carbon free, Lithium Iron Phosphate (LFP) batteries provide an impressive 350 kWh (gross output) regardless of the outside temperature. The total battery package (2x 5 modules) is 700 kg lighter than the battery package of the previous CF Electric model and this weight gain fully benefits the vehicle's payload.

Charging systems

The CF Electric can be charged by regenerative braking during driving or by an external Direct Current (DC) charger. The CCS charging connector on the CF Electric meets the Combo 2 protocol and can be positioned both on the left-hand side or right-hand side of the chassis. Standard chargers up to 200A can be used to charge the HV batteries. If chargers from 200A+ will be used the additional option needs to be chosen.

Main switches

The CF Electric vehicle is equipped with two main switches. One is situated next to the tachograph inside the cab and the other is located on the chassis next to the charging coupling. This provides a very safe system setup since the main switch can be operated whenever necessary and both from inside and outside the cab. Furthermore, there is a safety guide available in the vehicle which exactly explains how to act in regard to the main switches to ensure the vehicle is in a 'safe' state.

