

DAF YAZ 2300
GENERAL
PURPOSE VEHICLE
PAYLOAD
10 TONS 6 x 6
24 V DESIGNED
AND BUILT
IN ACCORDANCE
WITH THE LATEST
REQUIREMENTS
AND CHOSEN
AS THE STANDARD
HEAVY
TRANSPORT
VEHICLE FOR
OPERATION
WITH THE
DUTCH
ARMED FORCES.

The DAF YAZ 2300 is an ideal vehicle for special heavy transport operations up to 10 tons payload, on normal roads as well as off the road. Although the YAZ 2300 is designed to meet military specifications it is based

mainly upon components used for DAF's commercial vehicle range. This gives logistical advantages for many years and means that a smaller range of spare parts needs to be stocked. The YAZ 2300 can be equipped with a hydraulic crane for fast loading/unloading operations. The vehicle is capable of operation under climatic conditions with temperatures from -32°C (-25°F) up to +45°C (+113°F) (European conditions). For operating under extreme temperatures the specifications can be adjusted to meet the specific requirements. Other features incorporated in the design provide for ease of control, ease of maintenance, comfort, reliability and durability.

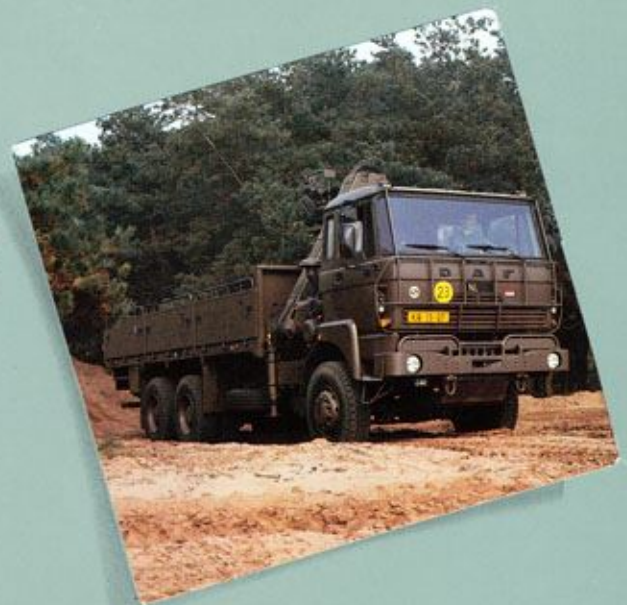
Powertrain

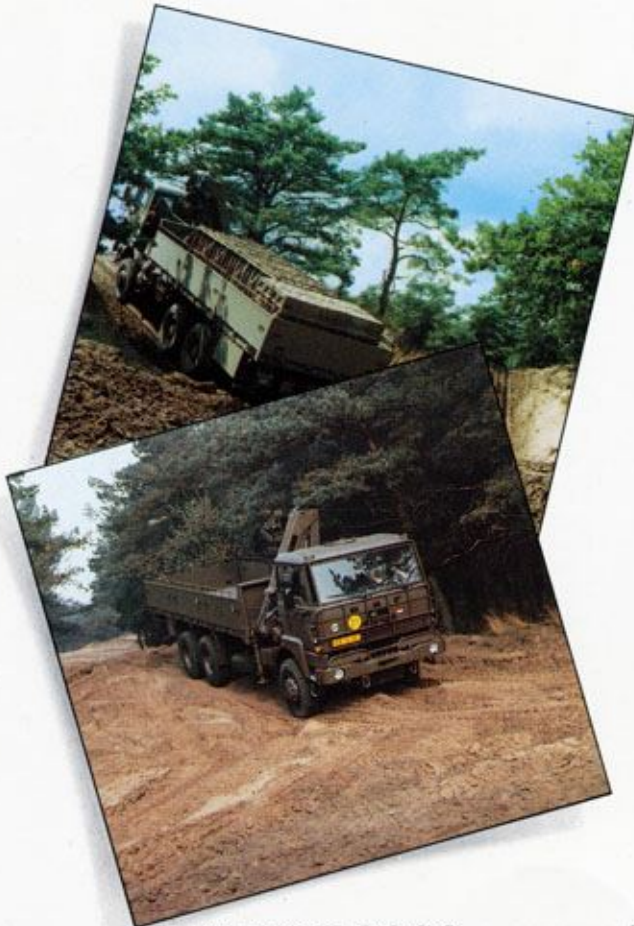
The 6-cylinder turbocharged DAF DHS 825 diesel engine is mounted at the front end of the laddertype frame. The power is transferred via the torque converter to the 8-speed synchromesh gearbox and the dropbox; from the dropbox the power flows via the propeller shafts forward to the single axle and rearward to the bogie.

The dropbox is integrated in the gearbox.

Various derivatives of the YAZ 2300 have been developed for a multitude of roles such as:

- tipper,
- truck-tractor,
- wrecker,
- engineering equipment transporter.





*DAF YAZ 2300 general purpose vehicle,
payload 10 tons, 6x6, 24 V designed and
built in accordance with the
latest requirements and
chosen as the standard heavy
transport vehicle for operation
with the Dutch Armed Forces.*



Data YAZ 2300

Dimensions

Length, overall	9.55 m
Width, overall	2.49 m
Height, overall	3.59 m
Length body, inside	6.30 m
Width body, inside	2.42 m
Height sideboards	0.75 m
Height cargofloor, laden	1.50 m
Wheelbase	4.85 m
Track, front axle	1.99 m
Track, rear axles	1.82 m
Overhang, front	1.50 m
Overhang, rear	3.20 m

Weights

Kerb weight	13000 kg
Payload	10000 kg
Gross vehicle weight permissible	27500 kg
Front axle, permissible	7500 kg
Rear axles, permissible	20000 kg
G.C.W.	40000 kg

Performance

Angle of approach, laden	30°
Angle of departure, laden	20°
Belly clearance	.45 m
Ground clearance	.32 m
Fording depth, without preparation	max. .75 m
Gradient, laden without trailer	max. 50%
Side angle	max. 30%
Speed continuous, approx.	80 km/h
Turning radius, min.	11 m.
Range (fuel tank, 300 l.) min.	600 km

Drive line

Engine	
Make	DAF
Type	DHS 825, diesel, 4 stroke 6-in-line, direct injection, turbocharged, liquid cooled (charge-cooling).
Bore and stroke	118 x 126 mm
Displacement	8.25 litres
Compression ratio	15:1
Output	184 kW (250hp)/2400 rpm according DIN 70020 EEG 72/306
Torque	915 Nm (93.3 kgfm)/1500 rpm
Fuelpump governor	all speed

Torque convertor

Make	ZF
Type	WSK 400/25
Ratio	max. 2.3

Gearbox

Make	ZF
Type	5 S-111 G.P.A., 8 speed forward and 1 speed reverse.
Ratio 1st. gear	8.66:1
2nd	6.18:1
3rd	4.48:1
4th	3.51:1
5th	2.53:1
6th	1.80:1
7th	1.31:1
8th	1.02:1
Reverse	12.03:1

Dropbox

Make	ZF
Type	A 600/3D, incl. lockable differential dropbox is an integral part of the gearbox; the gearbox ratios shown include the dropbox ratios.

Frontaxle

Make	Kirkstall
Type	DS 65
Ratio, final, incl. hubreduction	5.48:1
Brake area, per wheel	1290 sq. cm

Rear bogie

Make	DAF
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Type 2699 T, with lockable differentials.
Ratio, final, incl. hubreduction 5.48:1
Brake area, per wheel 1680 sq cm
Bogie is provided with a lockable interaxle differential.

Wheels and tyres

Wheels 9.00 x 22.5/10 studs, hubcentering
Tyres 13 R 22.5 radial tubeless at rear dualmounted
Good Year type G186; spare wheel and tyre included.

Frame

Designed as a common ladder type platform (partly bolted and partly riveted), comprising of two U-type longitudinal members and U-type and Omega-type crossmembers; the longitudinal members are reinforced over the full length.

Suspension

Front suspension
Make DAF
Type semi-elliptic
Specific deflection 2.4 mm/KN
Shockabsorber Koni type 90 hydraulic, telescopic, double acting, adjustable.

Rear Suspension

Make DAF
Type semi-elliptic
Specific deflection .47 mm/KN

Steering

Make ZF
Type 8046, hydraulic, power assisted.

Brake system

Type air-mechanical, 2-line, dual circuit in accordance with the EEC regulations.
Operating pressure 600-800 kPa (6-8.5 atm)
System guard Bendix air-dryer
Parking brake spring-brake cylinders on front axle and second rear axle.

Retarder exhaust brake
Trailer brake connection brake connections at rear and front end of chassis

Trailer brake independent trailer brake valve
Brake force adjustment load sensing device on rear axle.

Electrical system

System splashproof and radio suppressed.
Potential 24 V
Alternator 28 V/55A
Battery 2 x 125 Ah
Starter Motor 6.8 hp/5 kW
Connector 7+12 pole trailer connector, slave connector, trouble light connector at rear and front
Lighting standard commercial traffic lighting and black-out lighting according to NATO-requirements.
Controls instrumentpanel is provided with a revolution counter, a speedometer, a combined unit comprising a temperature gauge, a fuel gauge, an air-pressure gauge, an oil pressure gauge, a fuel gauge and warning lights for main/dipped beam, direction indicators, air inlet vacuum sensor, parking brake, oil temperature torque convertor, pto, lock-up of differentials.

Equipment

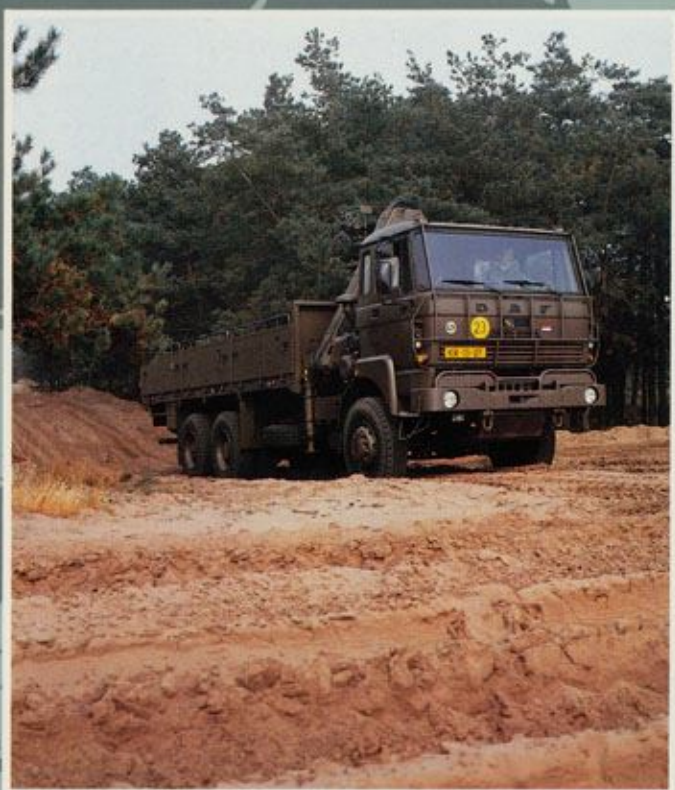
Towing facilities at front a NATO push - pull pin, at rear a 24-ton towing hook. The front bumper is provided with 2 towing and 2 lifting eyes.

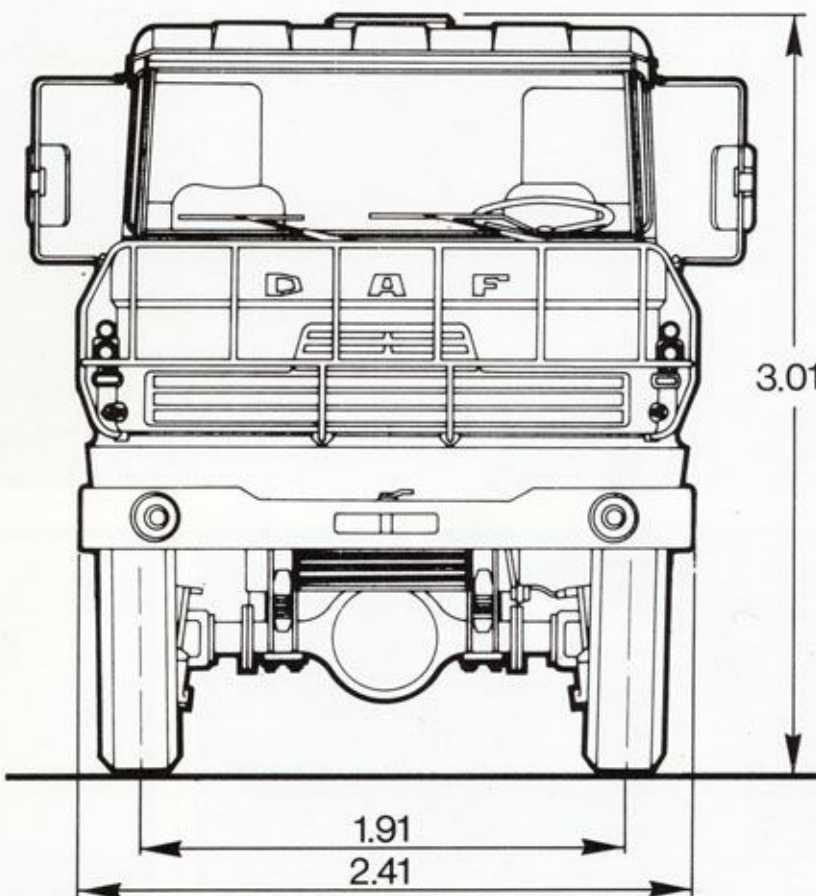
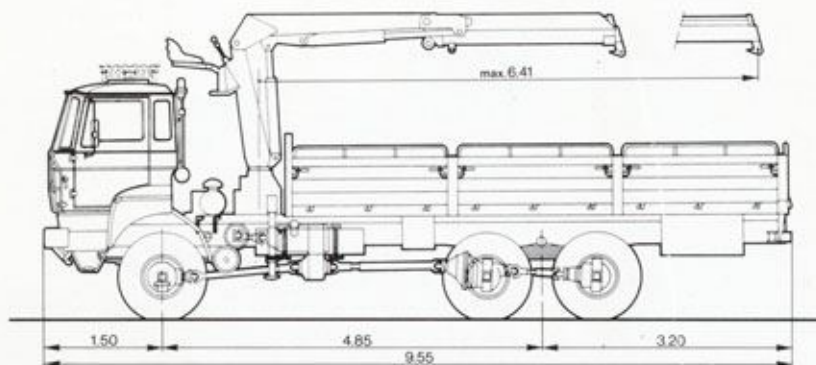
Cab

the tilt cab is derived from the commercial F 218 cab; cabroof is reinforced to allow installation of an LMG mount over manhole with cover; the truck (without loadingcrane) can be fitted with an elongated cab to seat 4 men; the cabs can be equipped with a double control system (for instruction purposes)

Production meets the NATO Quality Control System Requirements for Industry AQAP 1 (Stanag 4108)

The specifications contained herein were in effect at the time this pamphlet was approved for release. They are subject to modification without prior notice.





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