

# DAF YAV 2300 GENERAL PURPOSE VEHICLE PAYLOAD UP TO 7 TONNES, 4x4, 24 V, DESIGNED AND BUILT IN ACCORDANCE WITH THE LATEST REQUIREMENTS AND SELECTED AS PRIME MOVER FOR AFCENT'S ALTERNATE WAR HEAD- QUARTERS

The DAF YAV 2300 DHTD 4x4 is a new-generation truck derived from the Y 2300 DHS 6x6, 10-tonner. It is designed to meet military specifications but based mainly upon components used for DAF's commercial vehicle range, thus giving logistical advantages for many years. The YAV 2300 is an ideal vehicle for special transport up to 8 tonnes payload on normal roads as well as off the road. The truck is capable

of operation under climatic conditions with temperatures from -32°C (-25°F)

up to +45°C (+113°F), European conditions. For operation 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.

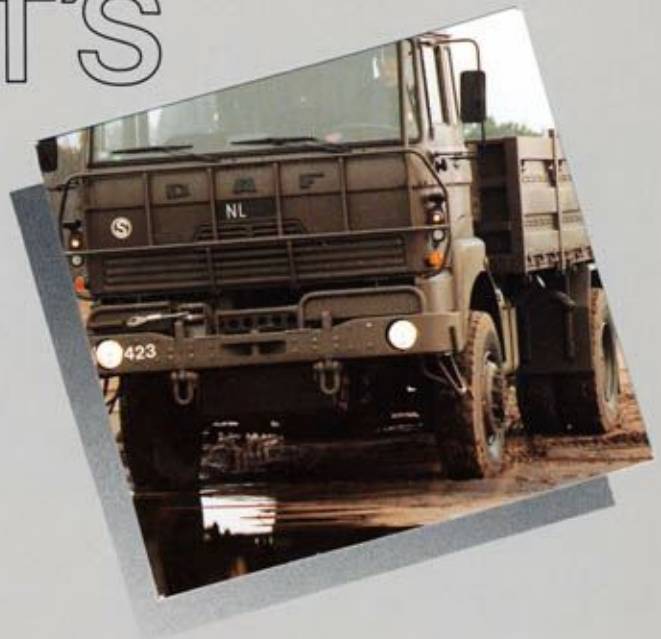
The YAV 2300 is being used as a prime mover for a 20-tonne trailer with AFCENT's Mobile Headquar-

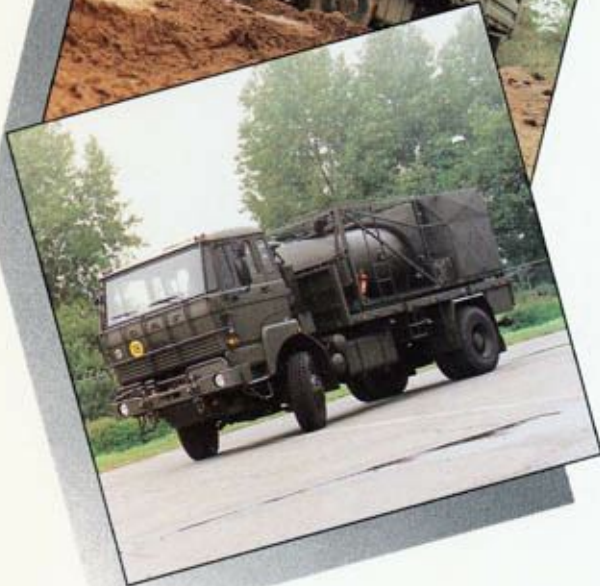
ters. The truck and trailer are equipped with special platforms to carry shelters and electronic equipment. The YAV 2300 DHTD is produced according to AQAP 1 requirements and can be supplied with or without superstructure.

#### Power train

The 6-cylinder turbocharged DAF DHTD 825 diesel engine is mounted at the front end of the ladder-type frame.

The power is transferred via the torque converter (optional) to the 8-speed synchromesh gearbox and the transfer case integrated in the gearbox. From the transfer case the power flows via propeller shafts to the axles.





*DAF YAV 2300 general purpose vehicle,  
payload up to 7 tonnes, 4x4, 24V,  
designed and built in accordance  
with the latest requirements and  
— chosen as prime mover  
for AFCENT's alternate  
war headquarters.*



## Specification DAF – YAV 2300 DHTD

### General

Crew \_\_\_\_\_ 2 (3)  
Number of driven wheels \_\_\_\_\_ 4 (rear dual)

### Dimensions

Length, overall \_\_\_\_\_ 7820 mm  
Width, overall \_\_\_\_\_ 2470 mm  
Height, overall \_\_\_\_\_ 3147 mm  
Wheelbase \_\_\_\_\_ 4500 mm  
Track, front \_\_\_\_\_ 1970 mm  
Track, rear \_\_\_\_\_ 1820 mm  
Overhang, front \_\_\_\_\_ 1500 mm  
Overhang, rear \_\_\_\_\_ 1820 mm

### Weights

Kerb weight \_\_\_\_\_ 10,200 kg  
Payload \_\_\_\_\_ 7,000 kg  
Max. permissible gross vehicle weight \_\_\_\_\_ 20,000 kg  
Max. permissible front axle load \_\_\_\_\_ 7,000 kg  
Max. permissible rear axle load \_\_\_\_\_ 13,000 kg

### Performance

Angle of approach \_\_\_\_\_ 30% (laden)  
Angle of departure \_\_\_\_\_ 30% (laden)  
Belly clearance \_\_\_\_\_ 460 mm  
Ground clearance \_\_\_\_\_ 320 mm  
Fording depth \_\_\_\_\_ 900 mm (without preparation)  
Gradient \_\_\_\_\_ min. 60%, with trailer min. 35%  
Side angle \_\_\_\_\_ 35%  
Speed continuous \_\_\_\_\_ 89 km/h  
Turning circle radius \_\_\_\_\_ 8 m  
Range (300-litre fuel tank) \_\_\_\_\_ min. 600 km  
Trailer weight \_\_\_\_\_ max. 200 kN

### Frame

Ladder-type frame (partly bolted and partly riveted). Channel-section longitudinal members and channel-section/top-hat section cross members. The longitudinal members are reinforced. The frame is stiffened with a tubular backbone reinforcement. Four mounting brackets are provided for the superstructure.

### Driveline

Engine \_\_\_\_\_  
Make \_\_\_\_\_ DAF  
Type \_\_\_\_\_ DHTD 825 Mil, diesel, 4-stroke, 6 in-line, direct-injection, turbocharged,  
Output \_\_\_\_\_ 151 kW/2400 rpm  
to DIN 70020/EEC 72/306  
Torque \_\_\_\_\_ 690 Nm/ 1600 rpm  
Bore and stroke \_\_\_\_\_ 118 x 126 mm  
Displacement \_\_\_\_\_ 8.25 ltr.  
Compression ratio \_\_\_\_\_ 15:1  
Fuel-pump governor \_\_\_\_\_ all speed

### Torque converter

Make \_\_\_\_\_ ZF  
Type \_\_\_\_\_ WSK  
Ratio \_\_\_\_\_ max. 3.2

### Gearbox

Make \_\_\_\_\_ ZF  
Type \_\_\_\_\_ 5S 111 G.P.A, 8 forward speeds and 1 reverse  
1st \_\_\_\_\_ 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

### Transfer case

Make \_\_\_\_\_ ZF  
Type \_\_\_\_\_ A600/3D with lockable differential

The transfer case is an integral part of the gearbox. The gearbox ratios shown include the transfer case ratios.

### Front axle

Make \_\_\_\_\_ Kirkstall  
Type \_\_\_\_\_ SD 65-11-1S  
Final ratio, incl. hub reduction \_\_\_\_\_ 5.48:1

### Rear axles

Make \_\_\_\_\_ DAF  
Type \_\_\_\_\_ 2699 with lockable differential  
Final ratio, incl. hub reduction \_\_\_\_\_ 5.48:1

### Suspension

#### Front

Make \_\_\_\_\_ DAF  
Type \_\_\_\_\_ trapezium  
Shock absorbers \_\_\_\_\_ Koni hydraulic, telescopic, double-acting, adjustable

#### Rear

Make \_\_\_\_\_ DAF  
Type \_\_\_\_\_ trapezium, with helper spring  
Shock absorber \_\_\_\_\_ Koni, hydraulic, telescopic, double acting, adjustable

### Wheels and tyres

Wheels \_\_\_\_\_ 9.00 x 22.5 spigot-mounted  
Tyres \_\_\_\_\_ 13 R 22.5 radial, tubeless (at rear dual-mounted) Goodyear type G 186.

### Steering

Make \_\_\_\_\_ ZF  
Type \_\_\_\_\_ 8046, hydraulic power assisted

### Brake system

Type \_\_\_\_\_ Air brakes, 2-line, dual-circuit in accordance with the EEC regulations  
Parking brake \_\_\_\_\_ Spring brake actuators on rear axle  
Retarder \_\_\_\_\_ Exhaust brake  
Brake force adjustment \_\_\_\_\_ Load-sensing valve on rear axle  
Trailer brake connection \_\_\_\_\_ Brake connections at rear and front end of chassis.  
Trailer brake \_\_\_\_\_ Independent trailer brake valve  
Operating pressure \_\_\_\_\_ 600-800 kPa

### Electrical equipment

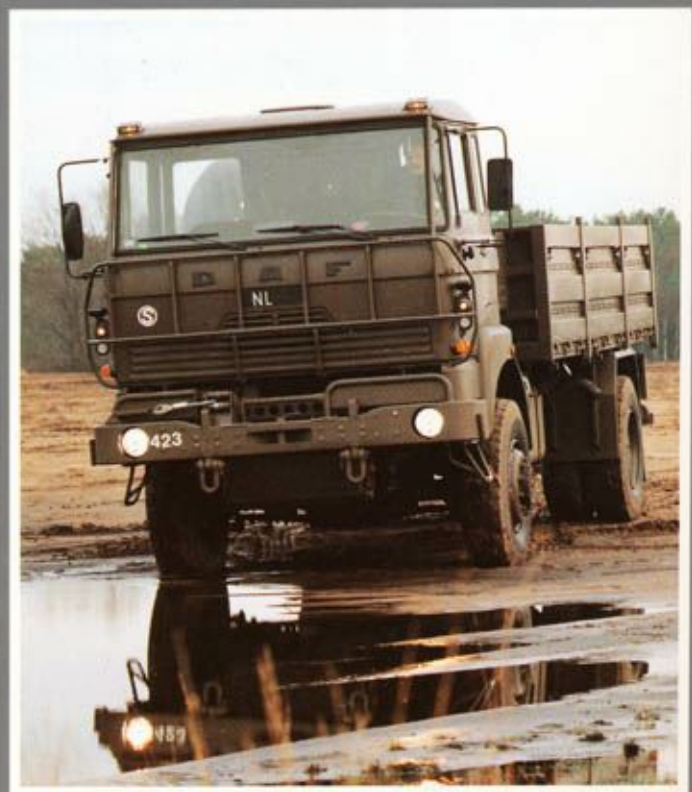
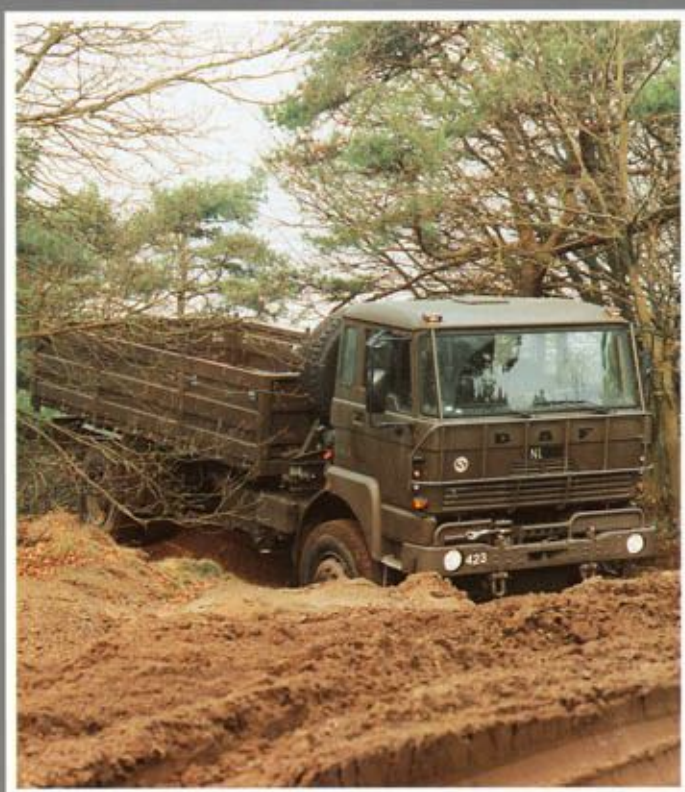
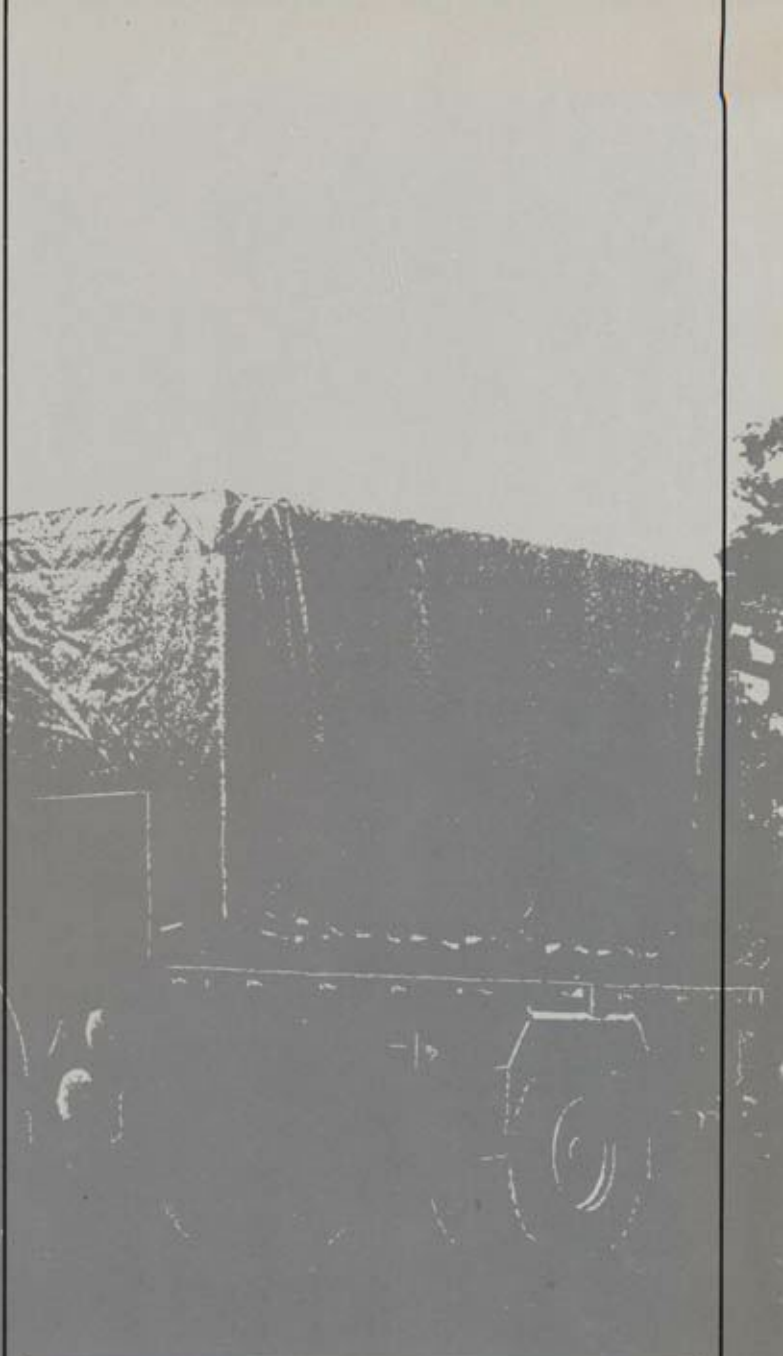
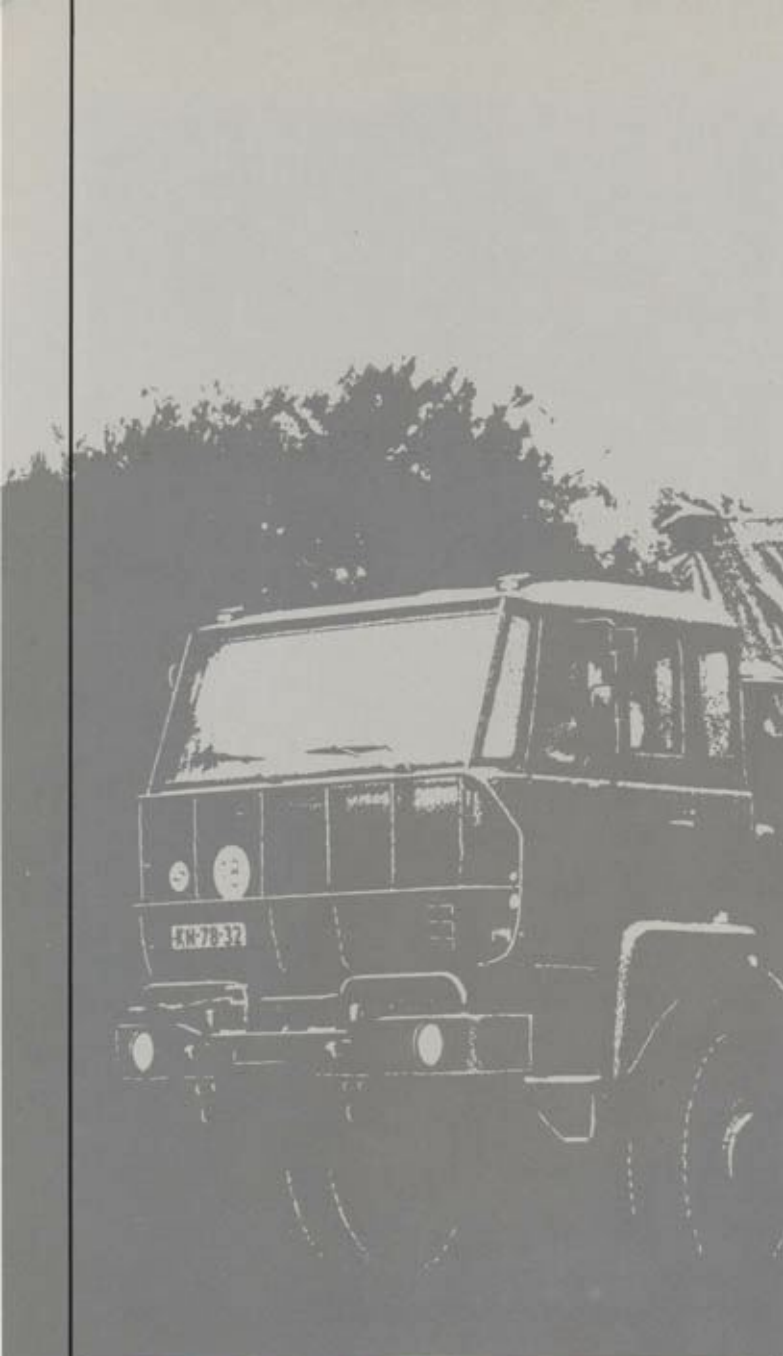
System \_\_\_\_\_ Splash proof and radio suppressed  
Voltage \_\_\_\_\_ 24V  
Alternator \_\_\_\_\_ 28V/35A  
Battery \_\_\_\_\_ 4 x 12V 125 Ah (NATO spec.)  
Starter motor \_\_\_\_\_ 5.5 kW  
Lighting \_\_\_\_\_ Standard lighting and black-out lighting according to NATO requirements  
Controls \_\_\_\_\_ Instrument panel 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, and warning lights for main/dipped beam, direction indicators, parking brake, oil temperature, torque converter, PTO, lockup of differentials.

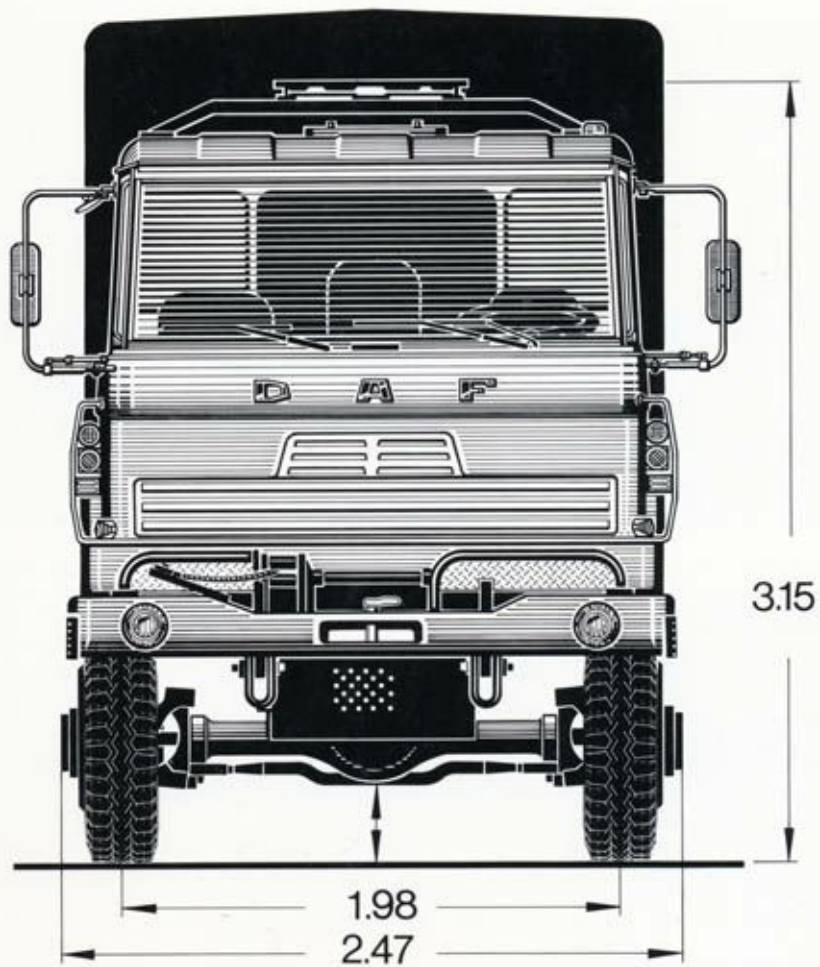
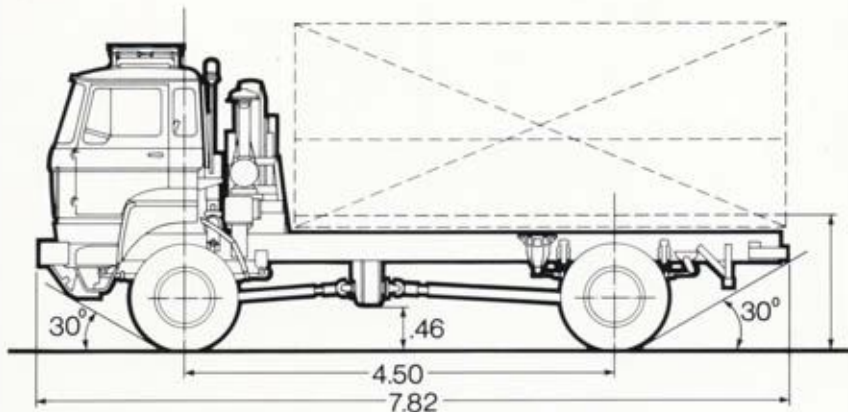
### Equipment

Towing facilities \_\_\_\_\_ At front a NATO push/pull pin, at rear a 24-tonne 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. Cab roof is reinforced to allow installation of an LMG mount over manhole.  
Production meets the NATO Quality Control System Requirements for Industry, AQAP1 (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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