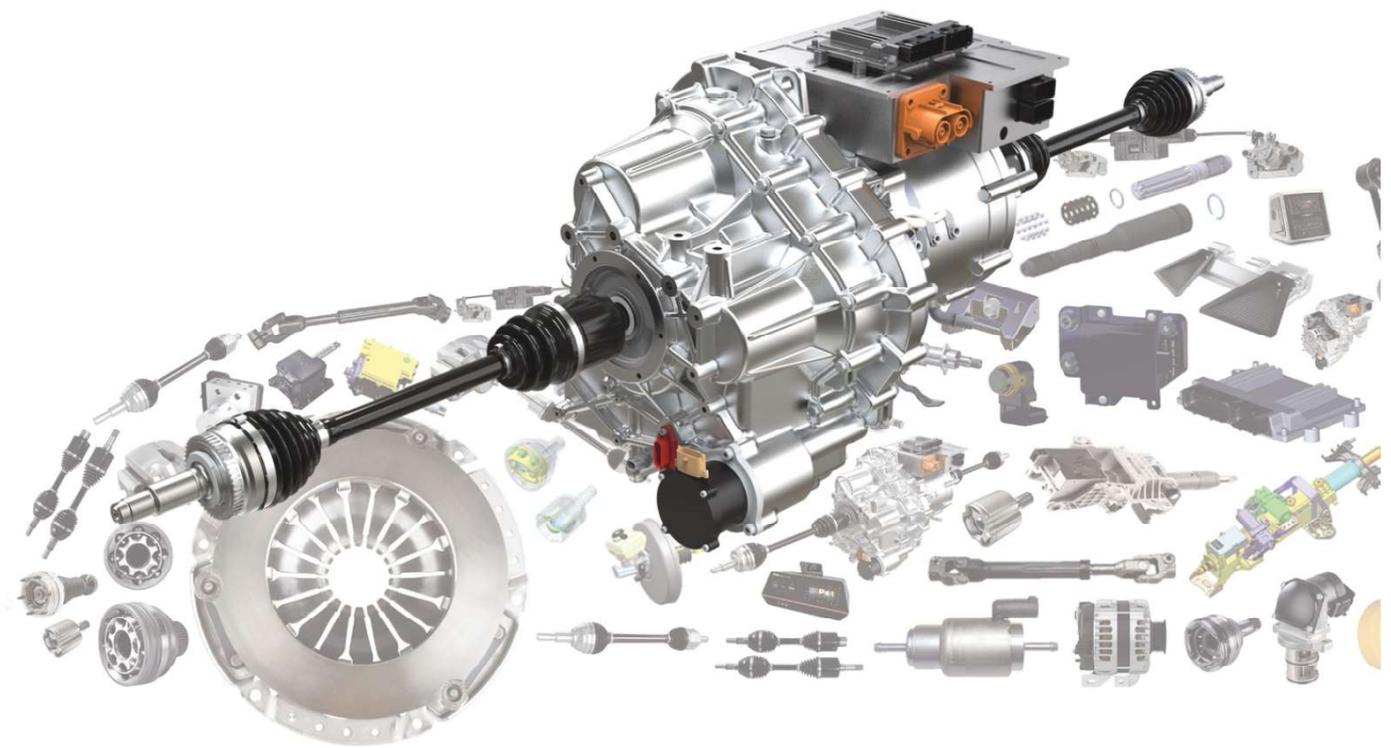




# For Technology, Quality & Value

# ePowertrain

- o ePowertrain (EM80-2SPC)
- o ePowertrain (EM80/60-1SPC)



## Introduction

### • Product Range

- Main ePowertrain : Micro to D segment
- Main & Auxiliary ePowertrain : D to J segment
- Vehicle drive type : FWD/RWD/AWD available

### • Product Features

- Increased energy efficiency & Driving performance
- Improved driving stability by torque vectoring option (Dual electric clutch, e-LSD, e-DD)
- Integrated motor-inverter and co-axial typed for optimized compact package

### • Advanced Products

- 2 speed shift transmission
- Torque vectoring by dual electric clutch

### • Tech Ready

- 2023. 12

#### Parallel type (3 axes)

- T/M gear ratio : 1 speed
- Motor + Reducer + Differential Gear
- Option : e-Parking, e-DD
- Commercialization Technology
- For A Segment



#### Co-axial type (1 axis)

- T/M gear ratio : 1 speed
- Motor + Reducer + Differential Gear
- Option : e-LSD, e-DD, e-Parking
- Integrated motor - inverter
- Commercialization Technology
- For B/C Segment



#### Co-axial type (1 axis)

- T/M gear ratio : 2 speed
- Motor + 2 speed T/M + Dual electric clutch (Torque Vectoring)
- Option : e-Parking
- Integrated motor - inverter - TCU
- Advanced Technology
- For C/D Segment



## ePowertrain (EM80-2SPC)

### • EV Powertrain with Max 150kW, TCU(Inverter integrated), 2-Speed T/M and Torque Vectoring



**ePowertrain**  
(Co-Axial, 2 Speed, T/V)

#### System Description

- 2 speed gear ratio, Dual electric clutch torque vectoring by EOP, Intergrated Motor-Inverter-TCU, e-Parking

#### 2 Speed Gear Ratio

#### Dual Electric Clutch with Torque Vectoring

#### Co-Axial Type

#### Applicable Vehicles

- ① Main powertrain : C~D segment EV, Small sports utility vehicles
- ② Main or Auxiliary Powertrain : D~J segment EV, Multi-purpose vehicles



## EM85/60/35-1SPC&1SPP

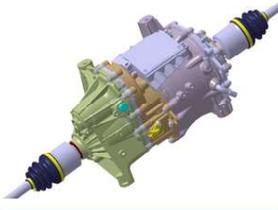
### • EV Powertrain with Reducer and Various Option (e-Parking / e-LSD / e-DD)



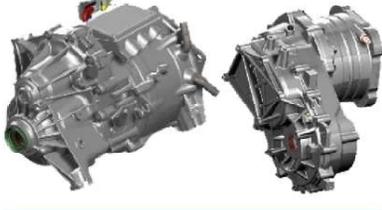
**ePowertrain MTG**

**System Description**

- Selectable gear ratio reducer to each vehicle, e-Parking, e-LSD, e-DD



**B/C Segment**



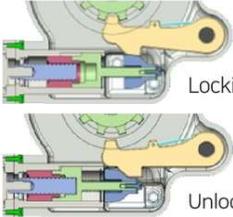
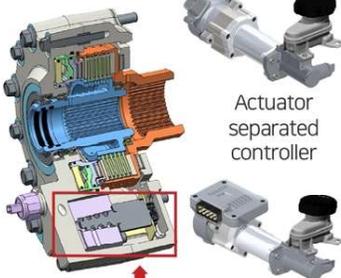
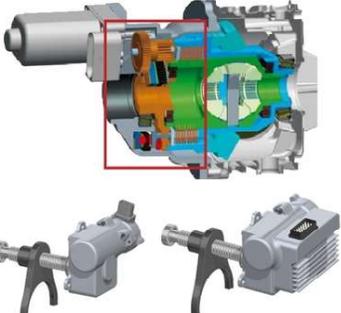
**A/B Segment**

- 1 Speed
- Selectable Gear Ratio
- e-Parking
- e-LSD
- e-DD

**Applicable Vehicles**

- ① Main powertrain : A~C segment EV, Small sports utility vehicles
- ② Main or Auxiliary Powertrain : D~F segment EV, Multi-purpose vehicles

### • Various Option (e-Parking / e-LSD / e-DD) According to Customer Requirement

e-Parking	e-LSD	e-DD
<ul style="list-style-type: none"> <li>· Electric locking device for ePowertrain TM on parking</li> <li>· Mechanism meeting the gradability Min. 30% for GVW</li> <li>· Actuator separated or integrated controller</li> </ul>	<ul style="list-style-type: none"> <li>· Torque vectoring technology to improve the driving safety (@ tuning, rough or rainy road, etc.)</li> <li>· Mechanism meeting the capacity, Min. 50% for Max. torque of TM</li> <li>· Electro-hydraulic actuator separated or integrated controller</li> </ul>	<ul style="list-style-type: none"> <li>· Power cut-off &amp; connecting device of auxiliary epowertrain for energy saving (4WD ↔ 2WD)</li> <li>· Wet type multi-disc clutch by electro-hydraulic system (on-demand type)</li> <li>· Electro-hydraulic actuator separated or integrated controller</li> </ul>
 <p>Locking state</p> <p>Unlocking state</p> <div style="display: flex; justify-content: space-around; margin-top: 10px;">   </div>	 <p>Actuator separated controller</p> <p>Electro-hydraulic control</p> <p>Actuator integrated controller</p>	 <p>Actuator separated controller</p> <p>Actuator integrated controller</p>

## Contact Point

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**For Technology,  
Quality & Value  
Start with Hansae Mobility**