

Hybrid Dual-Clutch Transmission 7HDT400

7-speed hybrid dual-clutch transmission for mild to plug-in hybrids; torque-split design to enable ideal use of the efficiencies of the combustion engine and the e-machine. Ideal for B- up to D-class.



Features and Specifications

- Max. torque: 400 Nm
- Installation length: 369 mm
- Axle distances – differential: 197 mm
- Ratio 1st gear: 14.3 - 16.99
- Gear ratio spread: 7,873

Benefits

- Scalable functionality from mild (48 V) to plug-in (400 V)
- Independent on demand cooling for clutch and e-machine
- Single oil circuit for cooling and lubrication
- Integrated, high-speed e-machine
- Magna-specific torque-split concept for hybridization
- All hybrid functionalities are possible
- Low-drag torque due to low-viscosity fluid, optimized bearings and reduced churning
- High gear mesh efficiency

SOP

Ideation

Discovery

Concept

Development

Serial Preparation

in Production

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Smarter



Cleaner



Lighter



Electrification



Autonomy



New Mobility



Co-Development
Opportunity

Competitive advantage/differentiators

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