Hybrid Dual-Clutch Transmission

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

<table>
<thead>
<tr>
<th>Feature</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. torque</td>
<td>400 Nm</td>
</tr>
<tr>
<td>Installation length</td>
<td>369 mm</td>
</tr>
<tr>
<td>Axle distances – differential</td>
<td>197 mm</td>
</tr>
<tr>
<td>Ratio 1st gear</td>
<td>14.3 - 16.99</td>
</tr>
<tr>
<td>Gear ratio spread</td>
<td>7,873</td>
</tr>
</tbody>
</table>

### 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
Hybrid Dual-Clutch Transmission

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.

Competitive advantage/differentiators

- 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

Contact: Dr. Carsten Buender / carsten.buender@magna.com

Disclosure or duplication without consent is prohibited