

# Axially Parallel EDU



## GENERAL FUNCTION

The transmission is characterized by its very compact design. The electric motor and the power electronics can be configured in modular form. The electric motor's output is transferred to the half-shafts using a two-stage spur gear system and a differential. Park-by-wire can also be added as an option. Thanks to its compact design, the motor can be easily integrated into various vehicle platforms.



## SPECIFICATIONS

### PERFORMANCE

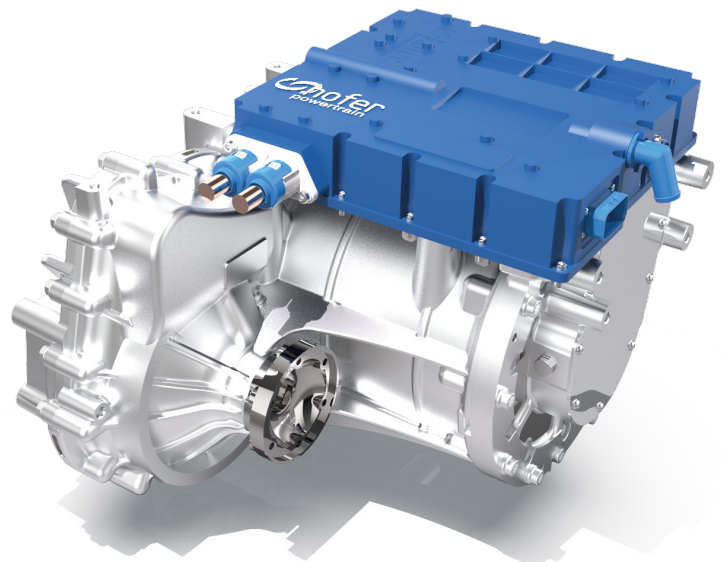
TYPE OF EM		PMSM	
PEAK POWER	$P_{max}$	up to 150	[kW]
PEAK EM TORQUE	$M_{max}$	up to 350	[Nm]
MAX. EM SPEED	$n_{opmax}$	13.500 (15.000*)	[rpm]
PEAK AXLE TORQUE	$M_{Axle}$	3.335	[Nm]
MAX. AXLE SPEED	$n_{Axle}$	1.416 (1.574*)	[rpm]
CONT. POWER	$P_{Cont}$	up to 75	[kW]
TRANSMISSION RATIO	$i_{Total}$	9,53	[-]
VOLTAGE RANGE	$U_{Min-Max}$	260-450	[V]
MAX. EFFICIENCY EDU	$\eta_{max}$	>92	[%]

\* Concept potential



## PARAMETERS

- 150 kW peak power
- 3.335 Nm peak axle torque





## BENEFITS

- High system performance and efficiency
- Experience with system integration at hofer powertrain for many years
- Long durability
- Software inhouse
- Testing capacity



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## YOUR CONTACT

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