

High Performance Torque Vectoring EDU



GENERAL FUNCTION

The high performance torque vectoring EDU is build up with two similar single 150 kW EDUs. Due to the fact that each of the single EDUs is controlled like a standalone EDU active torque vectoring is possible. This means that each wheel of the vehicle can accelerate or slow down its speed according to the driving situation. For optimal torque vectoring implementation the electric motors transfers the power to half-shafts into a two stage gear system. This EDU version is primarily used in high-powered vehicles or all-wheel drive systems.



SPECIFICATIONS

PERFORMANCE

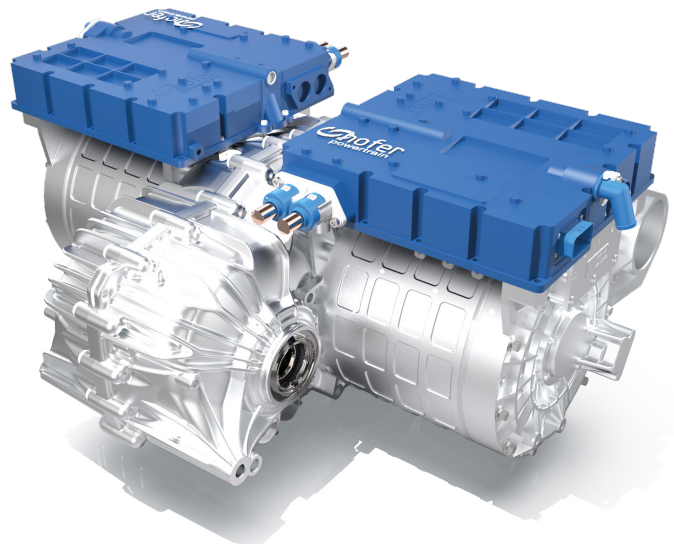
TYPE OF EM		PMSM	
PEAK POWER	P_{max}	up to 150 x 2	[kW]
PEAK EM TORQUE	M_{max}	up to 350 x 2	[Nm]
MAX. EM SPEED	n_{opmax}	13.500 (15.000*)	[rpm]
PEAK AXLE TORQUE	M_{Axle}	6.020	[Nm]
MAX. AXLE SPEED	n_{Axle}	1.530 (1.765*)	[rpm]
CONT. POWER	P_{Cont}	up to 75 x 2	[kW]
TRANSMISSION RATIO	i_{Total}	8,5	[-]
VOLTAGE RANGE	$U_{Min-Max}$	260-450	[V]
MAX. EFFICIENCY EDU	h_{max}	>92	[%]

* Concept potential



PARAMETERS

- Dual side by side-design
- 2 x 150 kW peak power
- 6.020 Nm axle torque





BENEFITS

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



ELRINGKLINGER – YOUR PARTNER FOR AXIALLY PARALLEL EDU

Product Development (Design, Engineering and Simulation) – Process Development –
Tool Shop – Prototyping – Testing – Series Production – System Competence



YOUR CONTACT

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