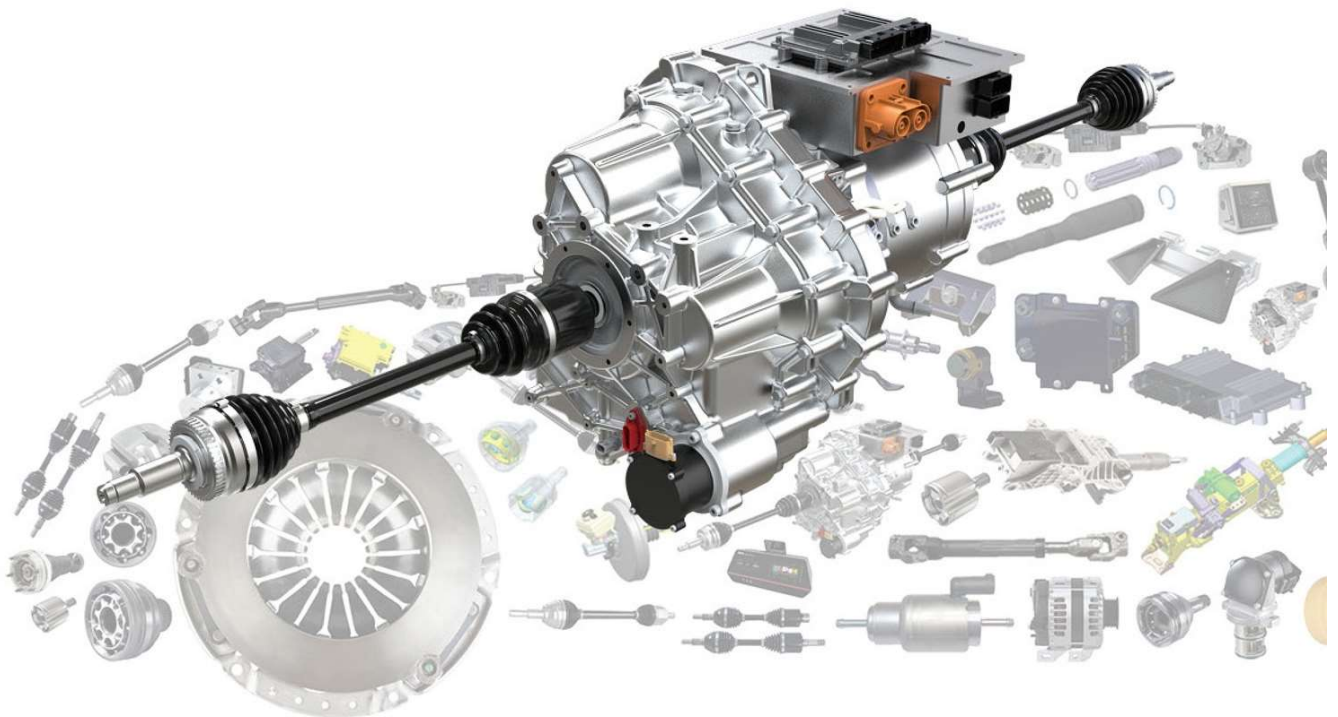




For Technology, Quality & Value

e-Axle

- e-Axle (EM80-2SPC)
- e-Axle (EM80/60-1SPC)



Introduction

• Product Range

- Main e-Powertrain : Micro to D segment
- Main & Auxiliary e-Powertrain : 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



e-Axle (EM80-2SPC)

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



e-Axle
(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



Integrated Motor-Inverter-TCU

Electric Oil Pump

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)



e-Axle MTG

System Description

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



B/C Segment



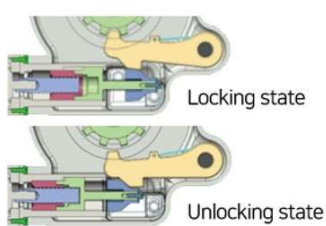


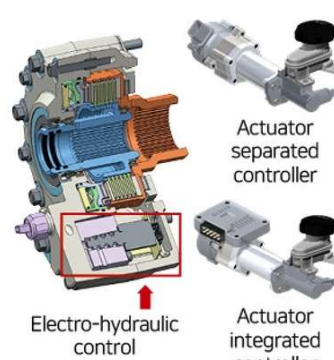
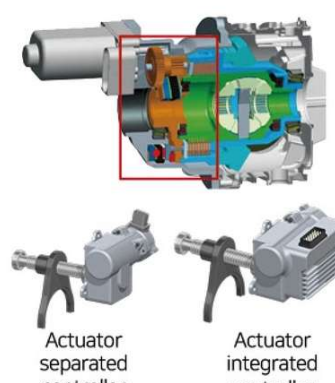
A/B Segment

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

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