

PERFORMANCE GAINS

Multi-ratio gearbox designed to climb hills and also travel highway speeds.

Reduces torque interruption with shorter shift times.

MODULAR POWERTRAIN

The fully electric EMAX powertrain has a modular design compatible with an array of eMotors. Configure the EMAX 3-Speed with a single eMotor or the EMAX 4-Mode CVT with two eMotors.

Patented technology to eliminate clutch parasitic losses and optimize commercial trucks.

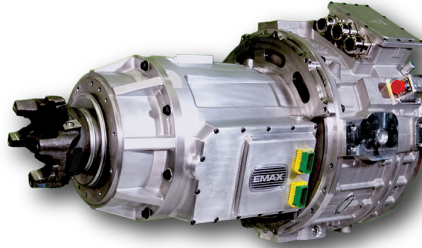
Central drive allows easy integration into common chassis configurations.

KEY SOFTWARE

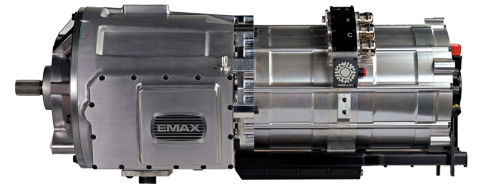
Proprietary control software to optimize performance and efficiency.

Integrated redundancy to ensure safety goals achieved

EMAX 3-SPEED OR 4-SPEED



EMAX Single Motor 3-Speed System
Shown with Borg Warner HVH410-150



EMAX Dual-Motor 4-Mode CVT
Shown with Cascadia DS-HVH-250

EMAX SINGLE MOTOR 3-SPEED SYSTEM

- All electric powertrain with no hydraulics.
- Includes park and hill hold function.
- Extremely high power density 3-speed.
 - > Just 18" long with three CVT modes capable of a combined 5200Nm of input torque.
 - > Capacity for a class 6-8 and off highway commercial duty applications
- A-motor ratios
 - > 1st gear 3.63:1
 - > 2nd gear 1.72:1
 - > 3rd gear 1:1
- High speed (8,000 RPM), quality shifting with reduced torque interruption.
- The 3-speed has fast AMT-type shifts <500 ms.

EMAX DUAL-MOTOR 4-MODE CVT

- All-electric powertrain with no hydraulics.
- Includes park and hill hold function.
- Extremely high power density.
 - > Just 18" long with 4 CVT modes capable of a combined 5200 Nm of input torque.
 - > Capacity for a class 8 semi-truck, but small enough for a class 1.
- Maximum efficiency multi-mode powertrain. Each e-motor operates at 3 and 2 unique ratios respectively, each with independent power flow through a common box. This maximizes efficiency – keeping more of the drive cycle in the “sweet spots” of the e-motors.
- A-motor ratios
 - > 1st gear 3.63:1
 - > 2nd gear 1.72:1
 - > 3rd gear 1:1
- B-motor ratios
 - > 1st gear 2.64:1
 - > 2nd gear 1:1