

## Press Release

Untergruppenbach, October 14, 2010

### **New from GETRAG: active differential lock in dual clutch transmission**

- **Cost-optimized solution integrated into overall system**
- **Further optimization of driving dynamics**
- **Compact design**

The new Ferrari 458 Italia is equipped with the GETRAG Powershift® 7DCL750 transmission with the world-first of an active differential lock (eLSD, electronically controlled limited slip differential) integrated into a dual clutch transmission. It is actuated by the transmission electronics and the system hydraulics present in the transmission and can thus further optimize driving dynamics. The use of a planetary gear differential and a disk pack arrangement according to the shaft to shaft principle produces an extremely compact design with low clutch torques. Carbon fiber friction disks and a shared transmission oil supply guarantee a high thermal load capacity.

The differential does not need separate actuators or an ECU (electronic control unit) because the dual clutch transmission delivers the hydraulic pressure needed for actuation and the control strategy of the differential lock has been integrated into the transmission control unit.

"That combines two positive effects: it helps us to reduce both installation space and costs," explained Hans-Peter Nett, Manager of Advanced Engineering at GETRAG All Wheel Drive AB in Cologne.

## About GETRAG

The GETRAG Corporate Group is one of the largest system suppliers for transmissions and powertrain systems worldwide with approximately 12,700 employees at 23 locations. The company is headquartered in Untergruppenbach, Germany. The Group develops and manufactures transmission and powertrain solutions for the automotive industry. The transmission portfolio comprises manual, automated manual and dual clutch transmissions. The powertrain portfolio contains axle differentials, power take-off units and torque management systems. GETRAG also offers a range of hybridization and electrification of transmissions and powertrains. In 2009, the Group reached a turnover of 2 billion Euros.

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