

Media Release

Voith GmbH
Group Communication
St. Pöltener Str. 43
89522 Heidenheim, Germany
Tel. +49 7321 37-8303
Fax +49 7321 37-138303
www.voith.com

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DIWA Concept Study: Voith Will Present the Transmission Technology of the Future at IAA 2016

- **At IAA Commercial Vehicles 2016, Voith will present a concept study of the next DIWA generation**
- **The transmission will feature an integrated central recuperation unit**
- **Higher ratio spread due to additional gear**

Heidenheim, Hanover: Voith will provide a glimpse into the next generation of its DIWA automatic transmission at IAA Commercial Vehicles 2016 with a DIWA concept study. The focus areas of the study are the integration of a central recovery unit, an extra gear and the separation of the torque converter and retarder. The study will debut at the Voith booth (Hall 17, Booth A14).

The concept is based on the differential converter principle, which has proven itself in use offering even starting and acceleration with few gear shifts. In order to make the best use of the location between the engine and transmission, Voith plans to add a central recuperation unit to the DIWA in the future. The compact 48 V electric motor requires almost no additional installation space and is integrated around the vibration damper. As a result, the power train remains compact and does not need any added systems that have to be connected via a belt drive.

With the central recovery unit, Voith is redefining the role of the transmission in the overall system of the bus. Consequently, the DIWA will control and transmit not only the drive torque in future versions, but the partial-hybrid system will also provide support for the combustion engine during demanding route sections and supply power to additional components such as the air-conditioning system through the vehicle power

system. As the 48 V technology is not a high voltage technology, workshop personnel can perform all maintenance operations on the transmission without undergoing additional training as electricians.

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The additional technical details of the concept include a higher ratio spread coming from an additional gear (5th gear). In addition, Voith plans to separate the DIWA's torque converter and retarder to optimize the differential converter with regard to its traction function. However, both components continue to use a common oil circuit and heat exchanger.

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For comprehensive information on the presence of Voith at IAA 2016, please visit: <https://voith.com/iaa-en>.

Voith Turbo, a Group Division of Voith GmbH, is a specialist for intelligent drive solutions. Customers from highly diverse industries such as oil and gas, energy, mining and mechanical engineering, ship technology, rail and commercial vehicles rely on advanced technologies from Voith Turbo.

Voith sets standards in the markets for energy, oil & gas, paper, raw materials, transport & automotive. Founded in 1867, Voith employs more than 20,000 people, generates €4.3 billion in sales, operates in over 60 countries around the world and is one of the largest family-owned companies in Europe.*

* Excluding the discontinued Group Division Voith Industrial Services.

Contact:

Fabian Dubiel

Global Market Communication Manager

Phone +49 7321 37-8303

fabian.dubiel@voith.com

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