

# Powertrain

TRANSMISSION / REDUCTION GEAR / AXLE / 4WD PRODUCT

HYUNDAI  
TRANSYS



HYUNDAI  
TRANSYS

# CREATIVE LEADER FOR MOBILITY INNOVATION

## CONTENTS

### **HYUNDAI TRANSYS**

BUSINESS NETWORK / 机构介绍 03

R&D CENTER / 研究开发 05

### **TRANSMISSION / 变速器**

LINE UP / 产品概要 09

PRODUCT INTRODUCTION / 产品介绍 13

### **REDUCTION GEAR**

PRODUCT INTRODUCTION / 产品介绍 45

### **AXLE / 车桥**

LINE UP / 产品概要 49

PRODUCT INTRODUCTION / 产品介绍 51

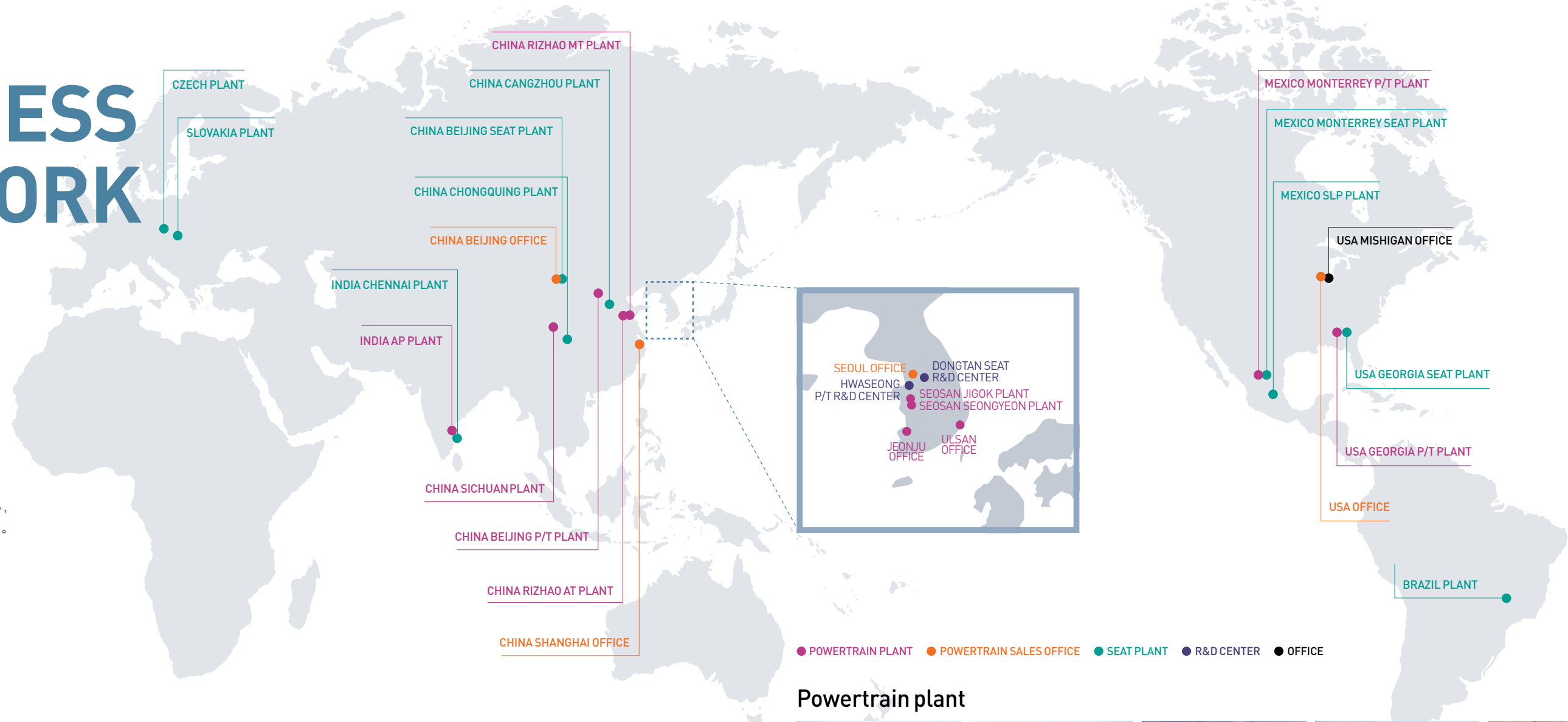
### **4WD / 四驱系统**

PRODUCT INTRODUCTION / 产品介绍 67

# BUSINESS NETWORK

Hyundai Transys has 21 global manufacturing plants, 2 R&D centers, and 5 sales branches. We will challenge constantly to proceed to wider world with 21 global bases linking Europe, Asia, and America continents.

现代坦迪斯拥有21个全球生产工厂、2个研究所以及5个营业分公司。我们将以位于欧洲、亚洲、美洲的28个据点为中心，为走向更广阔的世界而付诸不懈努力。



## Powertrain sales office



## Powertrain plant



# PRIDE OF GLOBAL R&D

Research & Development

**Hyundai Transys Powertrain R&D Center, leading innovation in core automotive parts.**

现代坦迪斯传动研究中心引领着汽车动力系统新技术的研究和开发

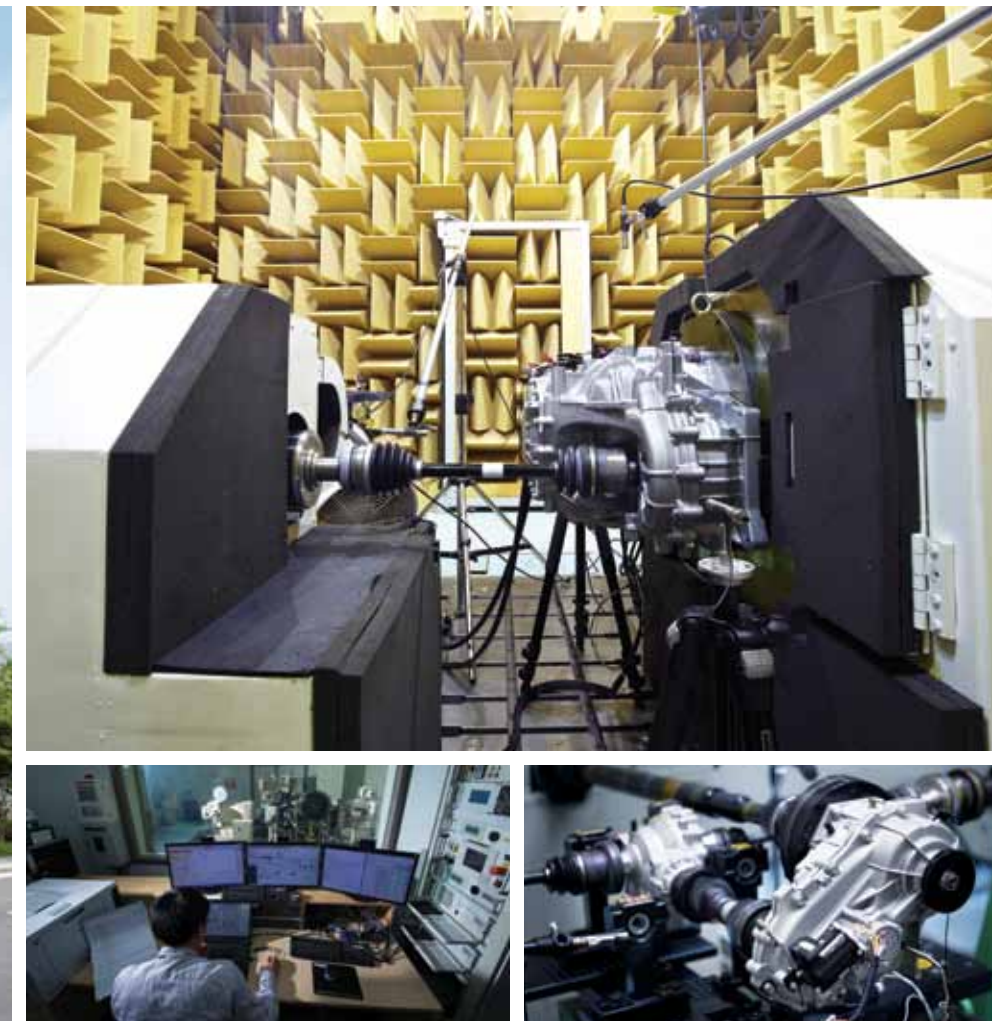
The R&D Center, located in Hwaseong Gyeonggi-do, Korea, develops core components of automobiles including transmissions, axles, 4WD systems and other advanced products.

To ensure products of flawless quality in efficiency, strength and low noise, the R&D Center conducts countless tests on durability, noise and overall performance.

现代坦迪斯传动研究中心负责汽车核心零部件，即变速器(Transmission)、车桥(Axle)及四驱装置(4WD system)的独立开发与新技术产品的开发，研究中心位于韩国京畿道华城市。研究中心以世界顶级研究人员为主导，先进试验器材为依托，确保研发出具有高效率、高强度、低噪音及高耐久性的高品质产品。



HYUNDAI TRANSYS  
R&D CENTER



Recently, the R&D Center has focused on developing environment-friendly powertrains.

Specifically, the R&D Center succeeded in developing powertrains for hybrid cars and other next-generation vehicles such as electric/fuel cell vehicles.

In addition, it also actively participates in projects involving the production of automatic transmissions for military tanks, and decelerators for high-speed rails and subway trains.

最近，研究中心致力于研究开发环境友好型的动力系统。目前，研究中心已经成功研制混合动力车和新能源汽车（如电动车/燃料电池车）用的动力系统。

另外，研究中心积极地致力于特殊项目的研究开发，包括军事坦克，高铁以及地铁的自动挡变速器，并且都取得了极大的成就。

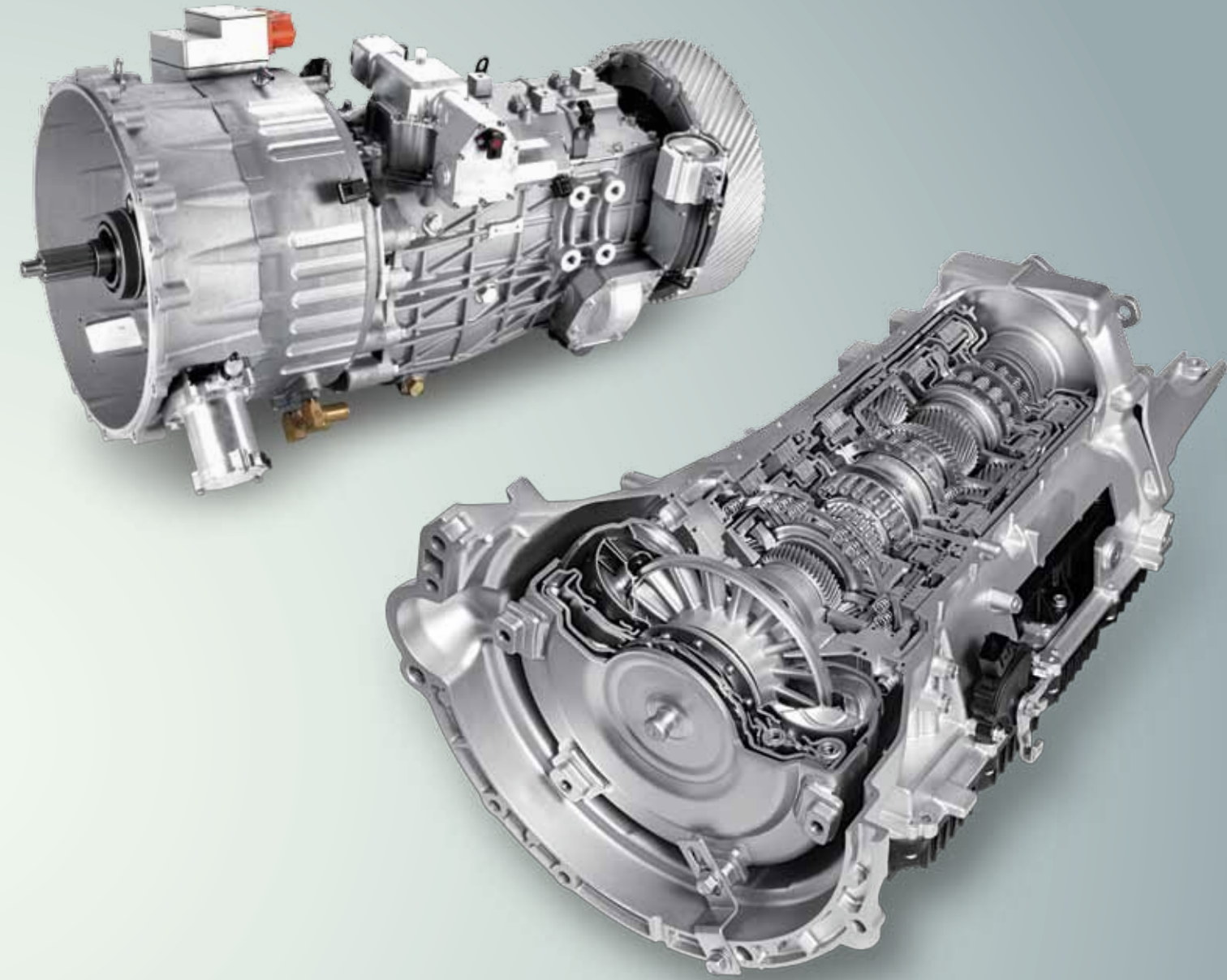
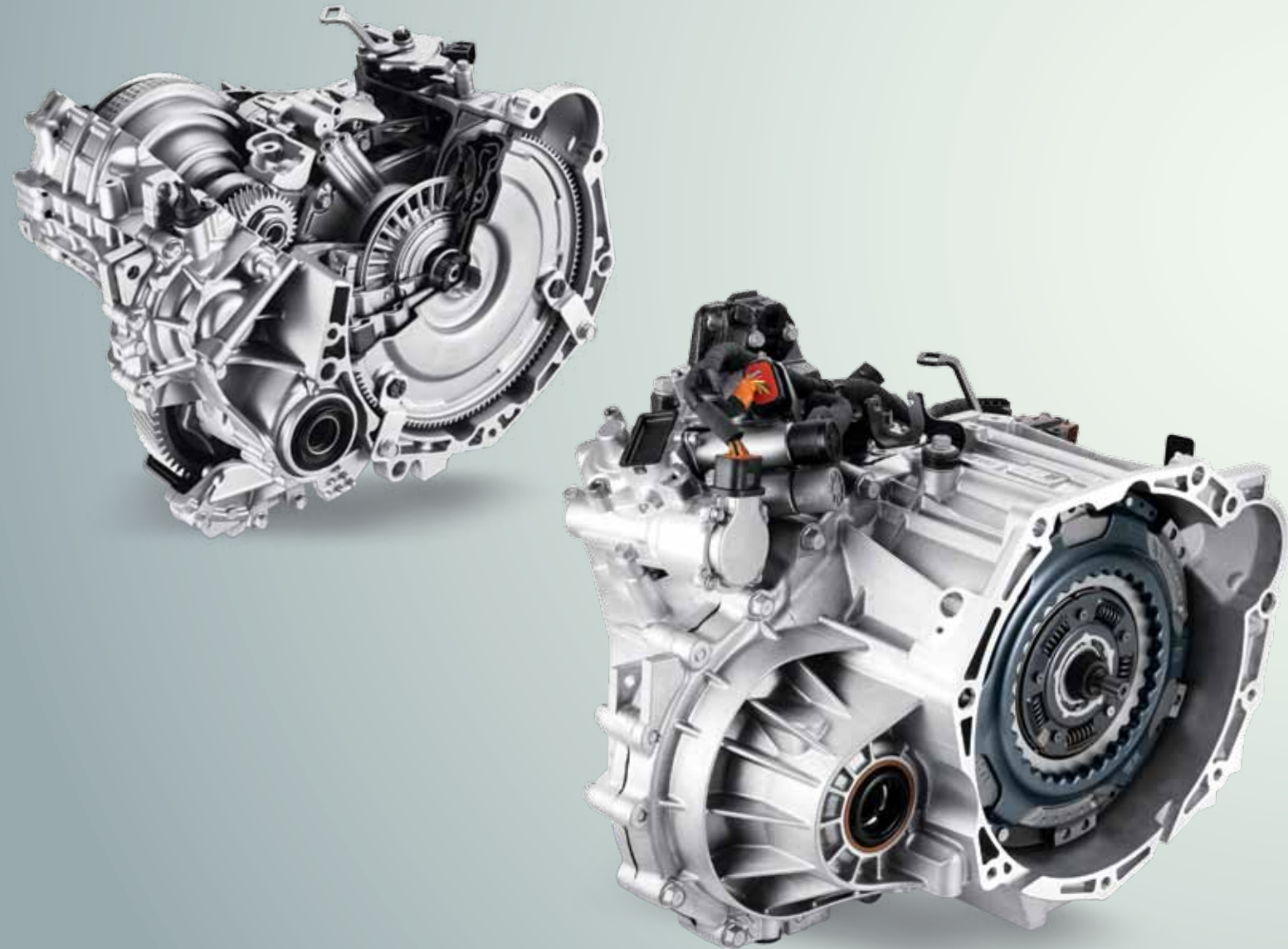
# TRANSMISSION

Progressive transmission based on the innovative designs.

生产基于创新设计的先进变速器

The unique design competency and technical know-how of Hyundai Transys ensure durability of the products and high performance of the vehicles.

现代坦迪斯精湛的设计与专业的技术支持，保证了变速器的动力传递与汽车安全的完美配合。



## Hyundai Transys Transmissions

Hyundai Transys transmissions are light, quiet and durable. Hyundai Transys has a full line up for all types of vehicles. They perform optimally in all driving conditions and provide a highly reliable driving experience. The transmissions react immediately to drivers' demands to ensure a gentle, yet dynamic feeling of the gear shift, which ultimately reduces drivers' fatigue. They guarantee a safe and comfortable driving in any conditions.

现代坦迪斯的变速器轻量，持久，低噪音，可适用于轿车，SUVs，客车与卡车的的所有车型。在任何行驶情况下都能发挥最佳性能，实现可靠性驾驶。

可随时反映驾驶人的要求，以柔和的变速感减少疲劳，即使在恶劣的条件下都能实现安全舒适的驾驶。

Advanced & Comfortable

# TRANSMISSION MODEL LINE-UP



[PASSENGER CAR]

Category	Model	Torque (kg-m)	Speed	Housing	Customer	Application
AT FF	A4F12	12.5	4 speed	Aluminum Die-Casting	HYUNDAI / KIA	RAY / MORNING
	A4F16	15.5	4 speed		HYUNDAI / KIA	ACCENT
	A4F23	23.5	4 speed		-	-
	A5F16	15.5	5 speed		-	-
	A5F23	23.5	5 speed		-	-
	A6F17	17	6 speed		HYUNDAI	AVANTE
	A6F18	18	6 speed		-	-
	A6F22	22	6 speed		HYUNDAI / KIA	SONATA / K5 / SPORTAGE
	A6F24	23.5	6 speed		-	-
	A6F27	27	6 speed		HYUNDAI / KIA	TUCSON / SPORTAGE
	A6F30	30	6 speed		-	-
	A6F33	33.5	6 speed		-	-
	A6F36	36.5	6 speed		HYUNDAI / KIA	SORENTO / SPORTAGE
	A8F27	27	8 speed		HYUNDAI / KIA	SONATA / K7
A8F36	36.5	8 speed	HYUNDAI / KIA	K7 / SPORTAGE / TUCSON / SANTAFE		
A8F42	42	8 speed	KIA	SORENTO / CARNIVAL		
AT FR	A5R25	25	5 speed	Aluminum Die-Casting	-	-
	A5R35	35	5 speed		HYUNDAI / KIA	PORTER / BONGO
	A5R45	45	5 speed		HYUNDAI / KIA	STAREX
	A8R40	40	8 speed		HYUNDAI / KIA	GENESIS / STINGER / K9
	A8R50	50	8 speed		HYUNDAI / KIA	GENESIS / STINGER / K9
DCT	D7F22	22	7 speed	Aluminum Die-Casting	HYUNDAI / KIA	AVANTE / K3
	D7F34	34	7 speed		HYUNDAI / KIA	SONATA / TUCSON / K3/ SPORTAGE
CVT	CF11	10.5	-	Aluminum Die-Casting	HYUNDAI / KIA	MORNING / RAY
	CF14	14			HYUNDAI / KIA	ACCENT / i20
	CF18	18			HYUNDAI / KIA	AVANTE / K3 / SOUL
HYBRID	A6F28H	28.5	6 Speed	Aluminum Die-Casting	HYUNDAI / KIA	SONATA HYBRID / K5 HYBRID
	D6F27H	27	6 Speed		HYUNDAI / KIA	IONIC / NIRO

MODEL CODE

exi **A6F23##**  
 ① ② ③ ④ ⑤

- ①. A:AT, M:MT, S:AMT, D:DCT, C:CVT  
G:Gear Reduction, E:EST, T:TOD
- ②. Speed
- ③. F:Front-Wheel Drive  
R:Rear-Wheel Drive
- ④. Max Torque
- ⑤. S:Shorten, D:Dry, W:Wet, H:HEV, M:MHEV



[PASSENGER CAR]

Category	Model	Torque (kg-m)	Speed	Housing	Customer	Application		
MT FF	M5F13	13.5	5 Speed	Aluminum Die-Casting	KIA	MORNING / PRIDE		
	M5F14	14.6	5 Speed		HYUNDAI	VERNA		
	M5F16	17.5	5 Speed		HYUNDAI / KIA	VERNA / i30 / AVANTE K2 / FORTE SPORTAGE		
	M5F19	19	5 Speed		HYUNDAI / KIA	AVANTE CERATO		
	M5F25	25	5 Speed		HYUNDAI / KIA	SONATA / TUCSON OPTIMA / SPORTAGE		
	M6F17	17.5	6 Speed		HYUNDAI / KIA	AVANTE SOUL / K3		
	M6F28-1	28	6 Speed		HYUNDAI / KIA	SONATA / TUCSON K5 / SPORTAGE		
	M6F28-2	28	6 Speed					
	M6F44	44	6 Speed				HYUNDAI / KIA	SANTAFE / CARNIVAL
	M5R18	18	5 Speed				KIA	BONGO
MT FR	M5R23	23	5 Speed	Aluminum Die-Casting	HYUNDAI	PORTER		
	M5R26	25.5	5 Speed		HYUNDAI	STAREX		
	M6R26	26	6 Speed		HYUNDAI / KIA	BONGO / PORTER		
	M5R32	32	5 Speed		UAZ	PATRIOT		
	M6R34	33.7	6 Speed		SANGHAI	SV71		
	M5R36	35.7	5 Speed		SSANGYOUNG	RODIUS		
	M6R37	36	6 Speed		HYUNDAI	STAREX		
	M6R37	36	6 Speed		SSANGYOUNG	ACTYON SPORT		



[TRUCK]

Category	Model	Torque (kg-m)	Speed	Housing	Customer	Application
LIGHT DUTY (2.5~4.5ton)	M5R26	26	5 Speed	Iron Casting	HYUNDAI	MIGHTY COUNTY
	M5R30	30	5 Speed			
	M5R40	40	5 Speed			
	M6R45	45	6 Speed	Aluminum Die-Casting	HYUNDAI	SOLATI
	M5R62	62	5 Speed		HYUNDAI	MIGHTY COUNTY
	M6R60	60	6 Speed			
MEDIUM DUTY (4.5~7ton)	M6R52	52	6 Speed	Iron Casting Aluminum Die-Casting	HYUNDAI	MEGA TRUCK
	M6R65	65	6 Speed	Iron Casting	HYUNDAI	
	M6R86	86	6 Speed	Iron Casting Aluminum Die-Casting	HYUNDAI	MEGA TRUCK
	M6R95	95	6 Speed	Iron Casting Aluminum Die-Casting	HYUNDAI	MEGA TRUCK
HEAVY DUTY (8~25.5ton)	M6R110	110	6 Speed	Iron Casting	HYUNDAI	CARGO (8,15ton)
	M6R120	120	6 Speed		HYUNDAI	CARGO (8ton)
	M6R148	148	6 Speed		HYUNDAI	CARGO (11ton)
	M6R160-1	160	6 Speed	Aluminum Die-Casting	HYUNDAI	CARGO (15ton)
	M10R160	160	10 Speed	Aluminum Die-Casting	HYUNDAI	TRACTOR
	M6R160-2	160	6 Speed		HYUNDAI	CARGO (11.5,19ton) DUMP MIXER (15ton)
	M12R204	204	12 Speed		HYUNDAI	TRACTOR (6x2, 6x4, 4x2) DUMP (15, 24, 25.5ton) CARGO (6x4, 8x4, 10x4)
	M16R204	204	16 Speed	Aluminum Die-Casting	HYUNDAI	
	M12R235	235	12 Speed	Aluminum Sand-Casting		



[BUS]


Category	Model	Torque (kg-m)	Speed	Housing	Customer	Application
CITY BUS	M5R65	65	5 Speed	Iron Casting	HYUNDAI	AEROTOWN
	M5R90	90	5 Speed	Iron Casting	HYUNDAI	AERO CITY
	M5R100	100	5 Speed		HYUNDAI	GLOBAL 900
	M5R120	120	5 Speed		Aluminum Die-Casting	HYUNDAI
	M5R110	110	5 Speed	Aluminum Sand-Casting		
	M6R130	130	6 Speed		HYUNDAI	UNICITY
M5R140	140	5 Speed	HYUNDAI DAEWOO		UNIVERSE AERO CITY BH116/ FX212	
EXPRESS BUS	M5R148	148	5 Speed	Aluminum Die-Casting	HYUNDAI	UNIVERSE
	M5R160	160	5 Speed	Aluminum Gravity Die-Casting	HYUNDAI KIA	UNIVERSE GRANBIRD
	M6R214	214	6 Speed		HYUNDAI	UNIVERSE
S6R214	214	6 Speed				
HYBRID BUS	S6R130H	130	6 Speed	Aluminum Sand-Casting	HYUNDAI	BLUE CITY
HYBRID TRUCK	S6R86H	86	6 Speed	Aluminum Die-Casting		

AT FF 

# A4F12

<b>Torque</b>	12.5 (kg-m)	
<b>Ratio</b>	1st	2.919
	2nd	1.551
	3rd	1.000
	4th	0.713
	REV	2.480


<b>Weight (Dry)</b>	58.6 (kg)
<b>Overall Length</b>	357 / 374 (mm) (2WD / 4WD)
<b>Center Distance</b>	172 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan)

# A4F16

<b>Torque</b>	15.5 (kg-m)	
<b>Ratio</b>	1st	2.919
	2nd	1.551
	3rd	1.000
	4th	0.713
	REV	2.480


<b>Weight (Dry)</b>	73.9 (kg)
<b>Overall Length</b>	374 (mm)
<b>Center Distance</b>	189 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan)

# A4F23

<b>Torque</b>	23.5 (kg-m)	
<b>Ratio</b>	1st	2.919
	2nd	1.551
	3rd	1.000
	4th	0.713
	REV	2.480

<b>Weight (Dry)</b>	74.1 (kg)
<b>Overall Length</b>	374 (mm)
<b>Center Distance</b>	189 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan)



AT FF 

# A5F16

<b>Torque</b>	15.5 (kg-m)	
<b>Ratio</b>	1st	3.939
	2nd	2.093
	3rd	1.349
	4th	0.962
	5th	0.713
	REV	3.347

<b>Weight (Dry)</b>	83.5 (kg)
<b>Overall Length</b>	370 (mm)
<b>Center Distance</b>	172 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan)

# A5F23

<b>Torque</b>	23.5 (kg-m)	
<b>Ratio</b>	1st	3.939
	2nd	2.093
	3rd	1.349
	4th	0.962
	5th	0.713
	REV	3.347

<b>Weight (Dry)</b>	87.4 (kg)
<b>Overall Length</b>	378 (mm)
<b>Center Distance</b>	189 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan)





AT FF 

# A6F17

<b>Torque</b>	17 (kg-m)	
<b>Ratio</b>	1st	4.400
	2nd	2.726
	3rd	1.834
	4th	1.392
	5th	1.000
	6th	0.775
	REV	3.440

<b>Weight (Dry)</b>	72.7 (kg)
<b>Overall Length</b>	370.6 (mm)
<b>Center Distance</b>	186 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan) America (Georgia) China (Rizhao) Mexico (Monterrey)

# A6F18

<b>Torque</b>	18 (kg-m)	
<b>Ratio</b>	1st	4.400
	2nd	2.726
	3rd	1.834
	4th	1.392
	5th	1.000
	6th	0.775
	REV	3.440

<b>Weight (Dry)</b>	70.7 (kg)
<b>Overall Length</b>	365 (mm)
<b>Center Distance</b>	186 / 204 (mm) (2WD / 4WD)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan) America (Georgia) China (Rizhao) Mexico (Monterrey)



AT FF 

# A6F22

<b>Torque</b>	22 (kg-m)	
<b>Ratio</b>	1st	4.400
	2nd	2.726
	3rd	1.834
	4th	1.392
	5th	1.000
	6th	0.775
	REV	3.440


<b>Weight (Dry)</b>	75.9 (kg)
<b>Overall Length</b>	370.6 (mm)
<b>Center Distance</b>	186 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan) America (Georgia) China (Rizhao) Mexico (Monterrey)

# A6F24

<b>Torque</b>	23.5 (kg-m)	
<b>Ratio</b>	1st	4.639 4.162
	2nd	2.826 2.575
	3rd	1.841 1.772
	4th	1.386 1.369
	5th	1.000 1.000
	6th	0.772 0.778
	REV	3.385 3.500


<b>Weight (Dry)</b>	79.9 (kg)
<b>Overall Length</b>	369.6 / 377 (mm) (2WD / 4WD)
<b>Center Distance</b>	189 / 204 (mm) (2WD / 4WD)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan) America (Georgia) China (Rizhao) Mexico (Monterrey)

# A6F27

<b>Torque</b>	27 (kg-m)	
<b>Ratio</b>	1st	4.639 4.162
	2nd	2.826 2.575
	3rd	1.841 1.772
	4th	1.386 1.369
	5th	1.000 1.000
	6th	0.772 0.778
	REV	3.385 3.500

<b>Weight (Dry)</b>	80.7 (kg)
<b>Overall Length</b>	377 (mm)
<b>Center Distance</b>	189 / 204 (mm) (2WD / 4WD)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan) America (Georgia) China (Rizhao)




AT FF 

# A6F30

<b>Torque</b>	30 (kg-m)	
<b>Ratio</b>	1st	4.639
	2nd	2.826
	3rd	1.841
	4th	1.386
	5th	1.000
	6th	0.772
	REV	3.385


<b>Weight (Dry)</b>	82.1 (kg)
<b>Overall Length</b>	377 (mm)
<b>Center Distance</b>	189/204 (mm) (2WD / 4WD)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan) China (Rizhao)

# A6F33

<b>Torque</b>	33.5 (kg-m)	
<b>Ratio</b>	1st	4.252 4.651
	2nd	2.654 2.831
	3rd	1.804 1.842
	4th	1.386 1.386
	5th	1.000 1.000
	6th	0.772 0.772
	REV	3.393 3.393


<b>Weight (Dry)</b>	91 (kg)
<b>Overall Length</b>	386 (mm)
<b>Center Distance</b>	207 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan)

# A6F36

<b>Torque</b>	36.5 (kg-m)	
<b>Ratio</b>	1st	4.651 4.252
	2nd	2.831 2.654
	3rd	1.842 1.804
	4th	1.386 1.386
	5th	1.000 1.000
	6th	0.772 0.772
	REV	3.393 3.393

<b>Weight (Dry)</b>	93.5 (kg)
<b>Overall Length</b>	386 (mm)
<b>Center Distance</b>	207 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan) China (Rizhao)




AT FF 

# A8F27

<b>Torque</b>	27 (kg-m)	
<b>Ratio</b>	1st	4.717
	2nd	2.906
	3rd	1.864
	4th	1.423
	5th	1.224
	6th	1.000
	7th	0.790
	8th	0.635
	REV	3.239


<b>Weight (Dry)</b>	82.3 (kg)
<b>Overall Length</b>	387.5 (mm)
<b>Center Distance</b>	189 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan) America (Georgia)

# A8F36

<b>Torque</b>	36.5 (kg-m)	
<b>Ratio</b>	1st	4.808
	2nd	2.901
	3rd	1.864
	4th	1.424
	5th	1.219
	6th	1.000
	7th	0.799
	8th	0.648
	REV	3.425


<b>Weight (Dry)</b>	95.1 (kg)
<b>Overall Length</b>	403.5 (mm)
<b>Center Distance</b>	207 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan) America (Georgia)

# A8F42

<b>Torque</b>	42 (kg-m)	
<b>Ratio</b>	1st	4.808
	2nd	2.901
	3rd	1.864
	4th	1.424
	5th	1.219
	6th	1.000
	7th	0.799
	8th	0.648
	REV	3.425

<b>Weight (Dry)</b>	98 (kg)
<b>Overall Length</b>	405.7 (mm)
<b>Center Distance</b>	207 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan) America (Georgia)




AT FR 

# A5R25

<b>Torque</b>	25 (kg-m)	
<b>Ratio</b>	1st	3.827
	2nd	2.368
	3rd	1.520
	4th	1.000
	5th	0.834
	REV	2.613


<b>Weight (Dry)</b>	91 (kg)
<b>Overall Length</b>	809.3 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan)

# A5R35

<b>Torque</b>	35 (kg-m)	
<b>Ratio</b>	1st	3.827
	2nd	2.368
	3rd	1.520
	4th	1.000
	5th	0.834
	REV	2.613


<b>Weight (Dry)</b>	93 (kg)
<b>Overall Length</b>	815.2 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan)

# A5R45

<b>Torque</b>	45 (kg-m)	
<b>Ratio</b>	1st	3.827 3.731
	2nd	2.368 2.308
	3rd	1.520 1.520
	4th	1.000 1.000
	5th	0.834 0.841
	REV	2.613 2.740

<b>Weight (Dry)</b>	98 (kg)
<b>Overall Length</b>	828.7 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan)



AT FR 

# A8R40

<b>Torque</b>	40 (kg-m)	
<b>Ratio</b>	1st	3.964 3.665
	2nd	2.468 2.396
	3rd	1.610 1.610
	4th	1.176 1.190
	5th	1.000 1.000
	6th	0.832 0.826
	7th	0.652 0.643
	8th	0.565 0.556
	REV	2.273 2.273

<b>Weight (Dry)</b>	72.8 (kg)
<b>Overall Length</b>	692 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan)

# A8R50

<b>Torque</b>	53 (kg-m)	
<b>Ratio</b>	1st	3.665
	2nd	2.396
	3rd	1.610
	4th	1.190
	5th	1.000
	6th	0.826
	7th	0.643
	8th	0.556
	REV	2.273

<b>Weight (Dry)</b>	80.3 (kg)
<b>Overall Length</b>	675.2 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	Korea (Seosan)




DCT 

# D7F22

<b>Torque</b>	22 (kg-m)	
<b>Ratio</b>	1st	3.813
	2nd	2.261
	3rd	1.957
	4th	1.073
	5th	0.837
	6th	0.902
	7th	0.756
	REV	5.101
<b>Synchro-Type</b>	1/2/3rd	Triple
	4/5/6/7th	Single
	REV	Single

<b>Weight</b>	70.8 (kg)
<b>Clutch Size</b>	Ø 220 × 135 (mm)
	Ø 215 × 135 (mm)
<b>Center Distance</b>	189
<b>Control Type</b>	Electronic G.A
<b>Parking Brake</b>	Parking gear


<b>Shift Pattern</b>	
	Korea(Seosan) China(Beijing)
<b>Location</b>	Korea(Seosan) China(Beijing)



# D7F34

<b>Torque</b>	34 (kg-m)	
<b>Ratio</b>	1st	3.929
	2nd	2.314
	3rd	2.043
	4th	1.07
	5th	0.822
	6th	0.884
	7th	0.721
	REV	5.304
<b>Synchro-Type</b>	1/2/3rd	Triple
	4/5/6/7th	Single
	REV	Single

<b>Weight</b>	79.8 (kg)
<b>Clutch Size</b>	Ø 235 × 140 (mm)
	Ø 228.6 × 140 (mm)
<b>Center Distance</b>	191
<b>Control Type</b>	Electronic G.A
<b>Parking Brake</b>	Parking gear

<b>Shift Pattern</b>	
	Korea(Seosan) China(Beijing)
<b>Location</b>	Korea(Seosan) China(Beijing)



CVT 

# CF10

<b>Torque</b>	10.5 (kg-m)
<b>Pulley Ratio</b>	0.545 ~ 2.04
<b>Step Gear Ratio (FWD1/FWD2/REV)</b>	2.125 / 1.000 / 1.783
<b>Pulley Drive Type</b>	Belt
<b>Weight (Dry)</b>	61 (kg)

<b>Overall Length</b>	355.7 (mm)
<b>Center Distance</b>	165 (mm)
<b>Shift Control</b>	Electro Hydraulic


<b>Shift Pattern</b>	
	Korea (Seosan)
<b>Location</b>	Korea (Seosan)



# CF14

<b>Torque</b>	14 (kg-m)
<b>Pulley Ratio</b>	0.545~2.04
<b>Step Gear Ratio (FWD1/FWD2/REV)</b>	2.125 / 1.000 / 1.783
<b>Pulley Drive Type</b>	Belt
<b>Weight (Dry)</b>	63 (kg)

<b>Overall Length</b>	357.2 (mm)
<b>Center Distance</b>	165 (mm)
<b>Shift Control</b>	Electro Hydraulic


<b>Shift Pattern</b>	
	Korea (Seosan)
<b>Location</b>	Korea (Seosan)



# CF18

<b>Torque</b>	18 (kg-m)
<b>Pulley Ratio</b>	0.385 ~ 2.680
<b>Step Gear Ratio (FWD / REV)</b>	1.000 / 1.05
<b>Pulley Drive Type</b>	Chain
<b>Weight (Dry)</b>	70 (kg)

<b>Overall Length</b>	351 (mm)
<b>Center Distance</b>	186 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
	Korea (Seosan) China (Rizhao) Mexico (Monterrey)
<b>Location</b>	Korea (Seosan) China (Rizhao) Mexico (Monterrey)



HYBRID 

# A6F28H

<b>Torque</b>	28.5 (kg-m)	
<b>Ratio</b>	1st	4.639
	2nd	2.826
	3rd	1.841
	4th	1.386
	5th	1.000
	6th	0.772
	REV	3.385

<b>Weight (Dry)</b>	125.5 (kg)
<b>Overall Length</b>	425 (mm)
<b>Center Distance</b>	204 (mm)
<b>Shift Control</b>	Electro Hydraulic

<b>Shift Pattern</b>	
<b>Location</b>	China (Rizhao)

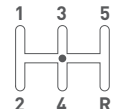


MT FF 

# M5F13

<b>Torque</b>	13.5 (kg-m)	
<b>Ratio</b>	1st	3.545
	2nd	1.895
	3rd	1.192
	4th	0.906
	5th	0.719
	REV	3.636
	<b>Synchro-Type</b>	1/2nd
3/4/5th		Single
REV		Single

<b>Weight</b>	30.1 (kg)
<b>Clutch Size</b>	Ø 200×Ø140
<b>Center Distance</b>	172
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None


<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



# D6F27H

<b>Torque</b>	27 (kg-m)	
<b>Ratio</b>	1st	3.867
	2nd	2.217
	3rd	1.371
	4th	0.93
	5th	0.956
	6th	0.767
	REV	5.351
<b>Synchro-Type</b>	1/2/3/4th	Triple
	5/6th	Single
	REV	Single

<b>Weight</b>	106.1 (kg)
<b>Clutch Size</b>	Ø 225 × 138 (mm) Ø 220 × 135 (mm)
<b>Center Distance</b>	197
<b>Control Type</b>	Electronic G.A
<b>Parking Brake</b>	Parking gear

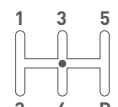
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



# M5F14

<b>Torque</b>	14.6 (kg-m)	
<b>Ratio</b>	1st	3.615
	2nd	1.950
	3rd	1.286
	4th	1.031
	5th	0.825
	REV	3.250
	<b>Synchro-type</b>	1/2nd
3/4/5th		Single
REV		None

<b>Weight</b>	35.6 (kg)
<b>Clutch Size</b>	Ø 215×Ø145
<b>Center Distance</b>	188.85
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None

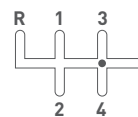
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



# M5F16

<b>Torque</b>	17.5 (kg-m)	
<b>Ratio</b>	1st	3.615
	2nd	1.962
	3rd	1.286
	4th	0.971
	5th	0.839
	REV	3.545
	<b>Synchro-Type</b>	1/2nd
3/4/5th		Single
REV		None

<b>Weight</b>	34.9 (kg)
<b>Clutch Size</b>	210×145
<b>Center Distance</b>	186
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None

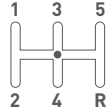
<b>Shift Pattern</b>	
<b>Location</b>	China(Beijing)



MT FF 

# M5F19

<b>Torque</b>	19 (kg-m)	
<b>Ratio</b>	1st	3.615
	2nd	2.048
	3rd	1.393
	4th	1.061
	5th	0.837
	REV	3.250
<b>Synchro-Type</b>	1/2nd	Double
	3/4/5th	Single
	REV	None

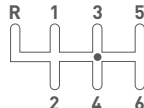
<b>Weight</b>	38 (kg)
<b>Clutch Size</b>	215×145
<b>Center Distance</b>	189
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan) China(Beijing)



MT FF 

# M6F28-1

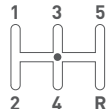
<b>Torque</b>	28 (kg-m)	
<b>Ratio</b>	1st	3.308
	2nd	1.962
	3rd	1.257
	4th	0.976
	5th	0.778
	6th	0.674
	REV	3.583
<b>Synchro-Type</b>	1/2nd	Triple
	3/4/5/6th	Single
	REV	None

<b>Weight</b>	43 (kg)
<b>Clutch Size</b>	235×155
<b>Center Distance</b>	189
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	China(Beijing)



# M5F25

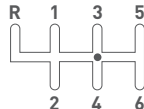
<b>Torque</b>	25 (kg-m)	
<b>Ratio</b>	1st	3.636
	2nd	2.080
	3rd	1.296
	4th	0.943
	5th	0.778
	REV	3.455
<b>Synchro-Type</b>	1/2nd	Triple
	3/4/5th	Single
	REV	None

<b>Weight</b>	49.4 (kg)
<b>Clutch Size</b>	235×155
<b>Center Distance</b>	204
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	China(Beijing)



# M6F28-2

<b>Torque</b>	28 (kg-m)	
<b>Ratio</b>	1st	3.615
	2nd	2.080
	3rd	1.323
	4th	1.027
	5th	0.884
	6th	0.744
	REV	3.000
<b>Synchro-Type</b>	1/2nd	Triple
	3/4/5/6th	Single
	REV	Double

<b>Weight</b>	45.5 (kg)
<b>Clutch Size</b>	235×155
<b>Center Distance</b>	189
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	China(Beijing)



# M6F17

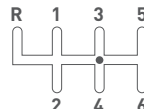
<b>Torque</b>	17.5 (kg-m)	
<b>Ratio</b>	1st	3.769
	2nd	2.045
	3rd	1.370
	4th	1.036
	5th	0.794
	6th	0.688
	REV	3.700
<b>Synchro-Type</b>	1/2nd	Triple
	3/4/5/6th	Single
	REV	None

<b>Weight</b>	35.9 (kg)
<b>Clutch Size</b>	210×145
<b>Center Distance</b>	186
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	China(Beijing)



# M6F44

<b>Torque</b>	44 (kg-m)	
<b>Ratio</b>	1st	3.538
	2nd	1.909
	3rd	1.179
	4th	0.814
	5th	0.737
	6th	0.628
	REV	3.910
<b>Synchro-type</b>	1/2/3rd	Triple
	4/5th	Double
	6th	Single
	REV	Triple

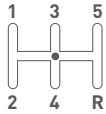
<b>Weight</b>	63.5 (kg)
<b>Clutch Size</b>	∅260×∅160
<b>Center Distance</b>	210
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



MT FR 

# M5R18

<b>Torque</b>	18 (kg-m)	
<b>Ratio</b>	1st	4.117
	2nd	2.272
	3rd	1.425
	4th	1.000
	5th	0.871
	REV	3.958
<b>Synchro-type</b>	1/2/3/4/5th	Single
	REV	Single

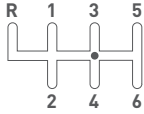
<b>Weight</b>	40 (kg)
<b>Clutch Size</b>	Ø240×Ø160
<b>Center Distance</b>	73
<b>Control Type</b>	Remote
<b>Parking Brake</b>	7.09" (180)
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



MT FR 

# M6R26

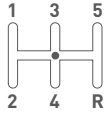
<b>Torque</b>	26 (kg-m)	
<b>Ratio</b>	1st	4.271
	2nd	2.248
	3rd	1.364
	4th	1.000
	5th	0.823
	6th	0.676
	REV	3.814
<b>Synchro-type</b>	1/2/5th	Triple
	6th	Double
	3/4 th	Single
	REV	Triple

<b>Weight</b>	43.2 (kg)
<b>Clutch Size</b>	Ø250×Ø170
<b>Center Distance</b>	76
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



# M5R23

<b>Torque</b>	23 (kg-m)	
<b>Ratio</b>	1st	4.271
	2nd	2.282
	3rd	1.414
	4th	1.000
	5th	0.813
	REV	3.814
<b>Synchro-type</b>	1/2nd	Double
	3/4/5th	Single
	REV	Single

<b>Weight</b>	42.3 (kg)
<b>Clutch Size</b>	Ø240×Ø150
<b>Center Distance</b>	79.348
<b>Control Type</b>	Remote
<b>Parking Brake</b>	NONE
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



# M5R32

<b>Torque</b>	32 (kg-m)	
<b>Ratio</b>	1st	4.155
	2nd	2.265
	3rd	1.428
	4th	1.000
	5th	0.880
	REV	3.827
<b>Synchro-Type</b>	1/2nd	Triple
	3/4/REV	Double
	5th	Single

<b>Weight</b>	48 (kg)
<b>Clutch Size</b>	Ø240×Ø160
<b>Center Distance</b>	86.025
<b>Control Type</b>	Direct
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	China (Rizhao)



# M5R26

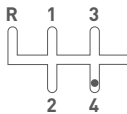
<b>Torque</b>	25.5 (kg-m)	
<b>Ratio</b>	1st	4.271
	2nd	2.282
	3rd	1.414
	4th	1.000
	5th	0.813
	REV	3.814
<b>Synchro-Type</b>	1/2nd	Triple
	3/4/5th	Single
	REV	Single

<b>Weight</b>	46 (kg)
<b>Clutch Size</b>	Ø254×Ø170
<b>Center Distance</b>	79.348
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



# M6R34

<b>Torque</b>	33.7 (kg-m)	
<b>Ratio</b>	1st	4.489
	2nd	2.337
	3rd	1.350
	4th	1.000
	5th	0.784
	6th	0.679
	REV	4.253
<b>Synchro-type</b>	1/2/3rd	Triple
	4/6th	Single
	5th	Double
	REV	Single

<b>Weight</b>	52 (kg)
<b>Clutch Size</b>	Ø239×Ø160
<b>Center Distance</b>	86
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



MT FR 

# M5R36

<b>Torque</b>	35.7 (kg-m)	
<b>Ratio</b>	1st	4.315
	2nd	2.475
	3rd	1.536
	4th	1.000
	5th	0.807
	REV	3.591
<b>Synchro-type</b>	1/2nd	Triple
	3rd	Double
	4/5th	Single
	REV	Single

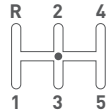
<b>Weight</b>	50 (kg)
<b>Clutch Size</b>	Ø240 × Ø170
<b>Center Distance</b>	81
<b>Control Type</b>	Semi direct
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



LIGHT DUTY 

# M5R26

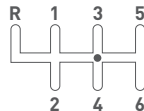
<b>Torque</b>	26 (kg-m)	
<b>Ratio</b>	1st	5.494
	2nd	2.836
	3rd	1.592
	4th	1.000
	5th	0.746
	REV	5.494
<b>Synchro-Type</b>	1/4/5th	Single
	2/3rd	Double
	REV	None

<b>Weight</b>	80 (kg)
<b>Clutch Size</b>	Ø 275 × Ø 175[11inch] (mm)
<b>Center Distance</b>	93
<b>Control Type</b>	Remote
<b>Parking Brake</b>	7.09inch[180mm]
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



# M6R37

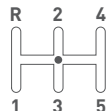
<b>Torque</b>	36 (kg-m)	
<b>Ratio</b>	1st	4.489
	2nd	2.337
	3rd	1.350
	4th	1.000
	5th	0.784
	6th	0.679
	REV	4.253
<b>Synchro-Type</b>	1/2/3rd	Triple
	4/6th	Single
	5th	Double
	REV	Single

<b>Weight</b>	51.5 (kg)
<b>Clutch Size</b>	Ø260 × Ø170
<b>Center Distance</b>	86
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



# M5R30

<b>Torque</b>	30 (kg-m)	
<b>Ratio</b>	1st	5.181
	2nd	2.865
	3rd	1.593
	4th	1.000
	5th	0.739
	REV	5.181
<b>Synchro-Type</b>	1/4/5th	Single
	2/3rd	Double
	REV	None

<b>Weight</b>	87 (kg)
<b>Clutch Size</b>	Ø 275 × Ø 175[11inch] (mm)
<b>Center Distance</b>	93
<b>Control Type</b>	Remote
<b>Parking Brake</b>	7.09inch[180mm]
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



# M6R37

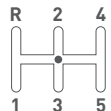
<b>Torque</b>	36 (kg-m)	
<b>Ratio</b>	1st	4.489
	2nd	2.337
	3rd	1.350
	4th	1.000
	5th	0.784
	6th	0.679
	REV	4.253
<b>Synchro-type</b>	1/2/3rd	Triple
	4/6th	Single
	5th	Double
	REV	Single

<b>Weight</b>	52.6 (kg)
<b>Clutch Size</b>	Ø250 × Ø170
<b>Center Distance</b>	86
<b>Control Type</b>	Semi direct
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



# M5R40

<b>Torque</b>	40 (kg-m)	
<b>Ratio</b>	1st	5.380
	2nd	3.028
	3rd	1.700
	4th	1.000
	5th	0.722
	REV	5.380
<b>Synchro-Type</b>	1/4/5th	Single
	2/3rd	Triple
	REV	None

<b>Weight</b>	107 (kg)
<b>Clutch Size</b>	Ø 300 (mm)
<b>Center Distance</b>	100
<b>Control Type</b>	Remote
<b>Parking Brake</b>	7.48inch[190mm]
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)

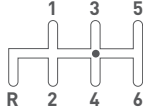




**LIGHT DUTY** 

# M6R45

<b>Torque</b>	45 [kg-m]	
<b>Ratio</b>	1st	5.080
	2nd	2.586
	3rd	1.486
	4th	1.000
	5th	0.784
	6th	0.679
	REV	4.095
<b>Synchro-Type</b>	1/2/3rd	Triple
	4/5/6th	Single
	REV	Triple

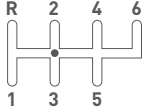
<b>Weight</b>	65 [kg]
<b>Clutch Size</b>	Ø 275 [mm]
<b>Center Distance</b>	88
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
	R 2 4 6
<b>Location</b>	Korea[Seosan]



**MEDIUM DUTY** 

# M6R52

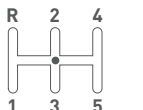
<b>Torque</b>	52 [kg-m]	
<b>Ratio</b>	1st	6.903
	2nd	4.206
	3rd	2.320
	4th	1.414
	5th	1.000
	6th	0.747
	REV	6.903
<b>Synchro-Type</b>	4/5/6th	Single
	2/3rd	Single
	1/REV	None

<b>Weight</b>	147 [kg]
<b>Clutch Size</b>	Ø 354 × 225 [14inch] [mm]
<b>Center Distance</b>	123.5
<b>Control Type</b>	Remote
<b>Parking Brake</b>	8.0inch[203.2mm]
<b>Shift Pattern</b>	
	R 2 4 6
<b>Location</b>	Korea[Seosan]



# M5R62

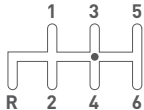
<b>Torque</b>	62 [kg-m]	
<b>Ratio</b>	1st	5.810
	2nd	3.281
	3rd	1.787
	4th	1.000
	5th	0.705
	REV	5.294
<b>Synchro-Type</b>	1/2/3rd	Triple
	4/5th	Single
	REV	Single

<b>Weight</b>	100 [kg]
<b>Clutch Size</b>	Ø 362 [14inch] [mm]
<b>Center Distance</b>	113
<b>Control Type</b>	Remote
<b>Parking Brake</b>	9.02inch[230mm]
<b>Shift Pattern</b>	
	R 2 4
<b>Location</b>	Korea[Seosan]



# M6R65

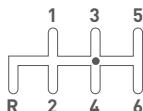
<b>Torque</b>	65 [kg-m]	
<b>Ratio</b>	1st	6.967
	2nd	4.247
	3rd	2.454
	4th	1.471
	5th	1.000
	6th	0.769
	REV	6.492
<b>Synchro-Type</b>	1st	None
	2/3/4th	Double
	5/6th	Single
	REV	None

<b>Weight</b>	150.3
<b>Clutch Size</b>	Ø380 [15inch] [mm]
<b>Center Distance</b>	128
<b>Control Type</b>	Remote
<b>Parking Brake</b>	8.0" [203.2]
<b>Shift Pattern</b>	
	R 2 4 6
<b>Location</b>	Korea[Seosan]



# M6R60

<b>Torque</b>	60 [kg-m]	
<b>Ratio</b>	1st	6.701
	2nd	3.712
	3rd	2.084
	4th	1.351
	5th	1.000
	6th	0.732
	REV	5.863
<b>Synchro-Type</b>	1/2/3rd	Triple
	4/5/6th	Single
	REV	Double

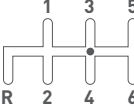
<b>Weight</b>	114.4 [kg]
<b>Clutch Size</b>	Ø 362 [14inch] [mm]
<b>Center Distance</b>	113
<b>Control Type</b>	Remote
<b>Parking Brake</b>	9.06inch[230mm]
<b>Shift Pattern</b>	
	R 2 4 6
<b>Location</b>	Korea[Seosan]



**MEDIUM DUTY** 

# M6R95

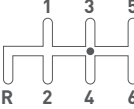
<b>Torque</b>	95 (kg-m)	
<b>Ratio</b>	1st	6.580
	2nd	3.922
	3rd	2.257
	4th	1.441
	5th	1.000
	6th	0.735
	REV	6.061
<b>Synchro-Type</b>	1/2/3/4th	Double
	5/6th	Single
	REV	None

<b>Weight</b>	138.5 (kg)
<b>Clutch Size</b>	Ø 395[15.5inch] (mm)
<b>Center Distance</b>	124
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea[Seosan]



# M6R86

<b>Torque</b>	86 (kg-m)	
<b>Ratio</b>	1st	6.580
	2nd	3.922
	3rd	2.257
	4th	1.441
	5th	1.000
	6th	0.735
	REV	6.061
<b>Synchro-Type</b>	1/2/3/4th	Double
	5/6th	Single
	REV	None

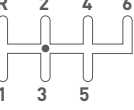
<b>Weight</b>	138.5 (kg)
<b>Clutch Size</b>	Ø 395[15.5inch] (mm)
<b>Center Distance</b>	124
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea[Seosan]



**HEAVY DUTY** 

# M6R110

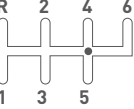
<b>Torque</b>	110 (kg-m)	
<b>Ratio</b>	1st	6.552
	2nd	4.178
	3rd	2.415
	4th	1.621
	5th	1.000
	6th	0.758
	REV	6.849
<b>Synchro-Type</b>	4/5/6th	Single
	2/3rd	Double
	1/REV	None

<b>Weight</b>	230 (kg)
<b>Clutch Size</b>	Ø 430 × 250[17inch] (mm)
<b>Center Distance</b>	147.5
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea[Seosan]



# M6R120

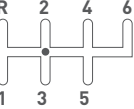
<b>Torque</b>	120 (kg-m)	
<b>Ratio</b>	1st	6.552
	2nd	4.382
	3rd	2.415
	4th	1.621
	5th	1.000
	6th	0.711
	REV	6.849
<b>Synchro-Type</b>	4/5/6th	Single
	2/3rd	Double
	1/REV	None

<b>Weight</b>	205 (kg)
<b>Clutch Size</b>	Ø 430 × 250[17inch] (mm)
<b>Center Distance</b>	147.5
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea[Seosan]



# M6R148

<b>Torque</b>	148 (kg-m)	
<b>Ratio</b>	1st	6.814
	2nd	3.948
	3rd	2.444
	4th	1.531
	5th	1.000
	6th	0.664
	REV	6.690
<b>Synchro-Type</b>	4/5/6th	Single
	2/3rd	Double
	1/REV	None

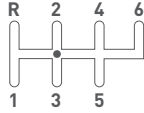
<b>Weight</b>	350 (kg)
<b>Clutch Size</b>	Ø 430 × 242[17inch] (mm)
<b>Center Distance</b>	164.5
<b>Control Type</b>	Remote
<b>Parking Brake</b>	12inch[304.8 mm]
<b>Shift Pattern</b>	
<b>Location</b>	Korea[Seosan]



HEAVY DUTY 

# M6R160-1

<b>Torque</b>	160 (kg·m)	
<b>Ratio</b>	1st	7.213
	2nd	4.178
	3rd	2.587
	4th	1.621
	5th	1.000
	6th	0.702
	REV	7.081
<b>Synchro-Type</b>	4/5/6th	Single
	2/3rd	Double
	1/REV	None

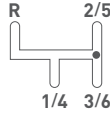
<b>Weight</b>	380 (kg)
<b>Clutch Size</b>	Ø 430 × 242[17inch] (mm)
<b>Center Distance</b>	167
<b>Control Type</b>	Remote
<b>Parking Brake</b>	12inch[304.8mm]
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



HEAVY DUTY 

# M12R204

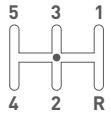
<b>Torque</b>	204 (kg·m)	
<b>Ratio</b>	1st	1L:12.29/1H:9.57
	2nd	2L:7.49/2H:5.83
	3rd	3L:4.57/3H:3.55
	4th	4L:2.69/4H:2.10
	5th	5L:1.64/5H:1.28
	6th	6L:1.00/6H:0.78
	REV	R1:10.86/R2:8.46
<b>Synchro-Type</b>	1st	Double
	2/3rd	Single
	Split H/L	Single
	Range H/L	Single
	REV	None

<b>Weight</b>	320 (kg)
<b>Clutch Size</b>	430[Single] (mm)
<b>Center Distance</b>	154
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan) China(Sichuan)



# M10R160

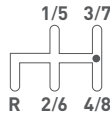
<b>Torque</b>	160 (kg·m)	
<b>Ratio</b>	1st	9.153/7.145
	2nd	4.783/3.733
	3rd	2.765/2.158
	4th	1.666/1.301
	5th	1.000/0.780
	REV	8.105/6.327
<b>Synchro-Type</b>	4/5th	Single
	2/3rd	Double
	1/REV	None

<b>Weight</b>	417.5 (kg)
<b>Clutch Size</b>	Ø 430 × 242[17inch] (mm)
<b>Center Distance</b>	164.5
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



# M16R204

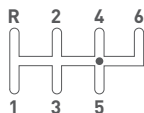
<b>Torque</b>	204 (kg·m)	
<b>Ratio</b>	1st	1L:14.08/1H:11.74
	2nd	2L:9.33/2H:7.78
	3rd	3L:6.44/3H:5.37
	4th	4L:4.57/4H:3.81
	5th	5L:3.08/5H:2.57
	6th	6L:2.04/6H:1.70
	7th	7L:1.41/7H:1.18
	8th	8L:1.00/8H:0.83
	REV	R1:12.20/R2:10.17
<b>Synchro-Type</b>	1/2nd	Double
	3/4th	Single
	Split H/L	Single
	Range H/L	Single
	REV	None

<b>Weight</b>	330 (kg)
<b>Clutch Size</b>	430 [Single] (mm)
<b>Center Distance</b>	154
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	China(Sichuan)



# M6R160-2

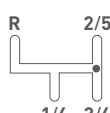
<b>Torque</b>	160 (kg·m)	
<b>Ratio</b>	1st	7.213
	2nd	4.178
	3rd	2.587
	4th	1.621
	5th	1.000
	6th	0.702
	REV	7.081
<b>Synchro-Type</b>	4/5/6th	Single
	2/3rd	Double
	1/REV	None

<b>Weight</b>	304 (kg)
<b>Clutch Size</b>	Ø 430 × 242[17inch] (mm)
<b>Center Distance</b>	167
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



# M12R235

<b>Torque</b>	235 (kg·m)	
<b>Ratio</b>	1st	1L:15.78/1H:12.29
	2nd	2L:9.62/2H:7.49
	3rd	3L:5.86/3H:4.57
	4th	4L:3.46/4H:2.69
	5th	5L:2.11/5H:1.64
	6th	6L:1.28/6H:1.00
	REV	R1:13.95/R2:10.86
<b>Synchro-Type</b>	1/2nd	Double
	3rd	Single
	Split H/L	Single
	Range H/L	Single
	REV	None

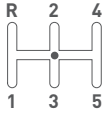
<b>Weight</b>	320 (kg)
<b>Clutch Size</b>	430 [Single] 400 [Twin, DMF] (mm)
<b>Center Distance</b>	154
<b>Control Type</b>	Remote
<b>Auxiliary Brake</b>	Retarder(Optional)
<b>Shift Pattern</b>	
<b>Location</b>	Korea(Seosan)



CITY BUS 

# M5R65

<b>Torque</b>	65 [kg-m]	
<b>Ratio</b>	1st	6.967
	2nd	4.247
	3rd	2.454
	4th	1.471
	5th	1.000
	REV	6.492
<b>Synchro-Type</b>	1st	None
	2/3rd	Double
	4/5th	Single
	REV	None

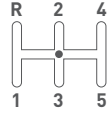
<b>Weight</b>	135.9
<b>Clutch Size</b>	Ø395[15.5inch] (mm)
<b>Center Distance</b>	128
<b>Control Type</b>	Remote / ROD
<b>Parking Brake</b>	8.0" [203.2]
<b>Shift Pattern</b>	
	Korea(Seosan)



CITY BUS 

# M5R120

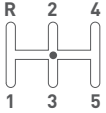
<b>Torque</b>	120 [kg-m]	
<b>Ratio</b>	1st	6.794
	2nd	4.587
	3rd	2.720
	4th	1.620
	5th	1.000
	REV	6.451
<b>Synchro-Type</b>	4/5th	Single
	2/3rd	Double
	1/REV	None

<b>Weight</b>	189 [kg]
<b>Clutch Size</b>	Ø 430 × 250[17inch] (mm)
<b>Center Distance</b>	147.5
<b>Control Type</b>	Remote / ROD
<b>Auxiliary Brake</b>	Retarder(Optional)
<b>Shift Pattern</b>	
	Korea(Seosan)



# M5R90

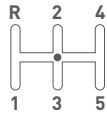
<b>Torque</b>	90 [kg-m]	
<b>Ratio</b>	1st	6.552
	2nd	4.178
	3rd	2.415
	4th	1.397
	5th	1.000
	REV	6.849
<b>Synchro-Type</b>	4/5th	Single
	2/3rd	Double
	1/REV	None

<b>Weight</b>	208 [kg]
<b>Clutch Size</b>	Ø 380 × 240[15inch] (mm)
<b>Center Distance</b>	147.5
<b>Control Type</b>	Remote
<b>Parking Brake</b>	12inch[304.8mm]
<b>Shift Pattern</b>	
	Korea(Seosan)



# M5R110

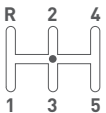
<b>Torque</b>	110 [kg-m]	
<b>Ratio</b>	1st	7.119
	2nd	4.436
	3rd	2.451
	4th	1.463
	5th	1.000
	REV	6.240
<b>Synchro-Type</b>	4/5th	Single
	2/3rd	Double
	1/REV	None

<b>Weight</b>	232 [kg]
<b>Clutch Size</b>	Ø 430 × 250[17inch] (mm)
<b>Center Distance</b>	147.5
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
	Korea(Seosan)



# M5R100

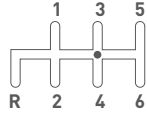
<b>Torque</b>	100 [kg-m]	
<b>Ratio</b>	1st	6.943
	2nd	5.160
	3rd	2.742
	4th	1.652
	5th	1.000
	REV	7.258
<b>Synchro-Type</b>	4/5th	Single
	2/3rd	Double
	1/REV	None

<b>Weight</b>	205 [kg]
<b>Clutch Size</b>	Ø 430 × 250[17inch] (mm)
<b>Center Distance</b>	147.5
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None
<b>Shift Pattern</b>	
	Korea(Seosan)



# M6R130

<b>Torque</b>	130 [kg-m]	
<b>Ratio</b>	1st	6.552
	2nd	4.382
	3rd	2.671
	4th	1.621
	5th	1.000
	REV	5.969
<b>Synchro-Type</b>	1/2nd	Double
	3/4/5/6th	Single
	REV	None

<b>Weight</b>	198 [kg]
<b>Clutch Size</b>	430 (mm)
<b>Center Distance</b>	147.5
<b>Control Type</b>	Power Shift / Manual
<b>Auxiliary Brake</b>	Retarder(Optional)
<b>Shift Pattern</b>	
	Korea(Seosan)



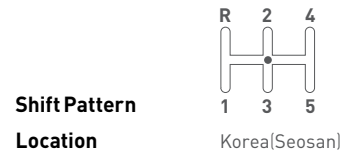
EXPRESS BUS



# M5R140

<b>Torque</b>	140 (kg-m)	
<b>Ratio</b>	1st	7.213
	2nd	4.398
	3rd	2.415
	4th	1.462
	5th	1.000
	REV	7.081
<b>Synchro-Type</b>	4/5th	Single
	2/3rd	Double
	1/REV	None

<b>Weight</b>	255 (kg)
<b>Clutch Size</b>	Ø 430 × 242 [17inch] (mm)
<b>Center Distance</b>	164.5
<b>Control Type</b>	Remote
<b>Auxiliary Brake</b>	Retarder(Optional)



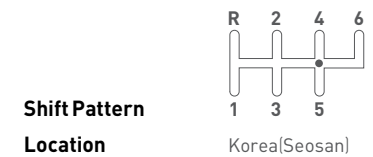
EXPRESS BUS



# M6R214

<b>Torque</b>	214 (kg-m)	
<b>Ratio</b>	1st	7.344
	2nd	4.210
	3rd	2.561
	4th	1.567
	5th	1.000
	6th	0.759
	REV	7.153
<b>Synchro-Type</b>	1/2/3/6th	Double
	4/5th	Single
	REV	None

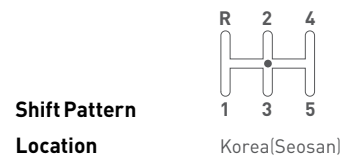
<b>Weight</b>	245 (kg)
<b>Clutch Size</b>	430 [Single] (mm)
<b>Center Distance</b>	167
<b>Control Type</b>	Remote/ROD
<b>Auxiliary Brake</b>	Retarder(Optional)



# M5R148

<b>Torque</b>	148 (kg-m)	
<b>Ratio</b>	1st	6.814
	2nd	4.155
	3rd	2.282
	4th	1.381
	5th	1.000
	REV	6.690
<b>Synchro-Type</b>	4/5th	Single
	2/3rd	Double
	1/REV	None

<b>Weight</b>	255 (kg)
<b>Clutch Size</b>	Ø 430 × 242 [17inch] (mm)
<b>Center Distance</b>	164.5
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None



# S6R214

<b>Torque</b>	214 (kg-m)	
<b>Ratio</b>	1st	7.344
	2nd	4.210
	3rd	2.561
	4th	1.567
	5th	1.000
	6th	0.759
	REV	7.153
<b>Synchro-Type</b>	1/2/3/6th	Double
	4/5th	Single
	REV	None

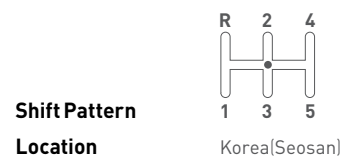
<b>Weight</b>	230 (kg)
<b>Clutch Size</b>	430 [Single] (mm)
<b>Center Distance</b>	167
<b>Control Type</b>	Electronic [CAN]
<b>Parking Brake</b>	None



# M5R160

<b>Torque</b>	160 (kg-m)	
<b>Ratio</b>	1st	6.814
	2nd	4.155
	3rd	2.282
	4th	1.381
	5th	1.000
	REV	6.690
<b>Synchro-Type</b>	4/5th	Single
	2/3rd	Double
	1/REV	None

<b>Weight</b>	255 (kg)
<b>Clutch Size</b>	Ø 430 × 242 [17inch] (mm)
<b>Center Distance</b>	164.5
<b>Control Type</b>	Remote
<b>Parking Brake</b>	None



HYBRID BUS



# S6R130H

<b>Torque</b>	130 (kg-m)		<b>Weight</b>	389 (kg)	
<b>Ratio</b>	1st	6.552	<b>Clutch Size</b>	430 (mm)	
	2nd	4.382	<b>Center Distance</b>	147.5	
	3rd	2.671	<b>Control Type</b>	Electronic [CAN]	
	4th	1.621	<b>Auxiliary Brake</b>	Retarder[Option]	
	5th	1.000			
	6th	0.711			
	REV	5.969			
<b>Synchro-Type</b>	1/2nd	Double	<b>Shift Pattern</b>		
	3/4/5/6th	Single	<b>Location</b>		Korea(Seosan)
	REV	None			



HYBRID TRUCK



# S6R86H

<b>Torque</b>	86 (kg-m)		<b>Weight</b>	289 (kg)	
<b>Ratio</b>	1st	6.580	<b>Clutch Size</b>	Ø 395 [15.5inch] (mm)	
	2nd	3.922	<b>Center Distance</b>	124	
	3rd	2.257	<b>Control Type</b>	Electronic [CAN]	
	4th	1.441	<b>Parking Brake</b>	None	
	5th	1.000			
	6th	0.730			
	REV	6.061			
<b>Synchro-Type</b>	1/2/3/4th	Double	<b>Shift Pattern</b>		
	5/6th	Single	<b>Location</b>		Korea(Seosan)
	REV	None			



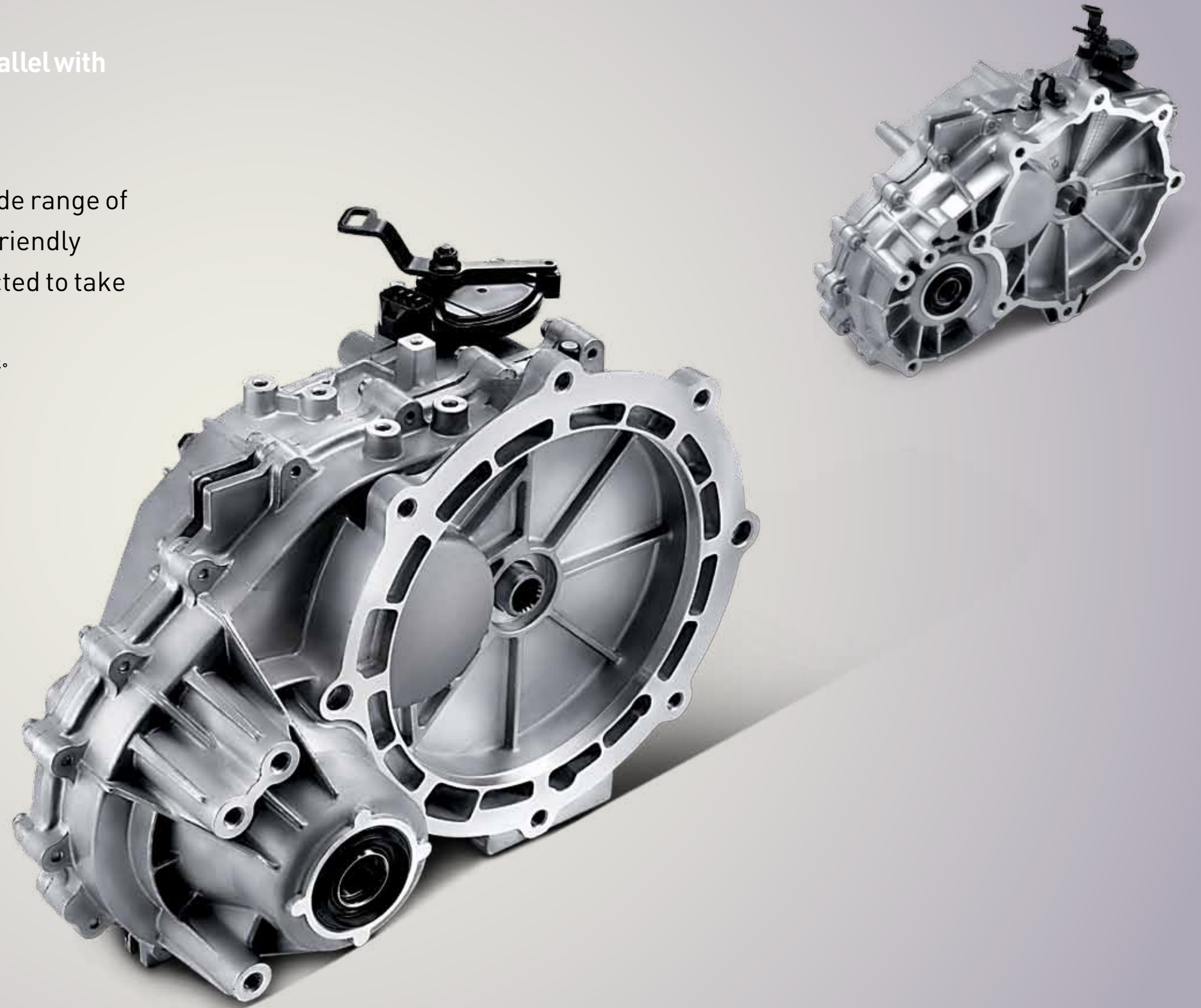
# REDUCTION GEAR

We develop and manufacture decelerators for EVs in parallel with enhancements in global environmental regulations.

如今全球环境管制日益加严，现代坦迪斯适应这一趋势，开发生产电动汽车减速箱。

Based on our rich experience in the development of a wide range of powertrains, we have set up an extensive lineup of eco-friendly decelerators boasting high fuel efficiency that are expected to take the lead in the future market.

依靠以往积累的多样动力总成开发经验，构筑了主导未来市场的环境友好型高燃效减速箱产品线。



## REDUCTION GEAR



### G1F24

<b>Torque</b>	23.4 (kg·m) 12,000 (rpm)	<b>Speed</b>	1	<b>Parking</b>	SBC 0 SBW -
<b>Weight</b>	30 (Dry) (kg)	<b>Housing</b>	Aluminum Die-casting	<b>Ratio</b>	8.149
<b>Center Distance</b>	193.794 (mm)	<b>Disconnecter System</b>	None	<b>Application</b>	Kia Lay EV
		<b>Reduction Type</b>	Offset Type	<b>Location</b>	Korea (Seosan)

### G1F36

<b>Torque</b>	35.7 (kg·m) 12,500 (rpm)	<b>Speed</b>	1	<b>Parking</b>	SBC 0 SBW -
<b>Weight</b>	32 (Wet) (kg)	<b>Housing</b>	Aluminum Die-casting	<b>Ratio</b>	9.433
<b>Center Distance</b>	0 (120) (mm)	<b>Disconnecter System</b>	None (Spline Connection)	<b>Application</b>	Hyundai Tucson FCEV
		<b>Reduction Type</b>	Inline Type	<b>Location</b>	Korea (Seosan)

### G1F30

<b>Torque</b>	29.1 (kg·m) 10,500 (rpm)	<b>Speed</b>	1	<b>Parking</b>	SBC 0 SBW -
<b>Weight</b>	31 (Wet) (kg)	<b>Housing</b>	Aluminum Die-casting	<b>Ratio</b>	8.206
<b>Center Distance</b>	188.85 (mm)	<b>Disconnecter System</b>	None (Spline Connection)	<b>Application</b>	Hyundai Avante EV, Kia KX3 EV, Soul EV
		<b>Reduction Type</b>	Offset Type	<b>Location</b>	Korea (Seosan)



## REDUCTION GEAR



### G1F32

<b>Torque</b>	31.6 (kg·m) 12,000 (rpm)	<b>Speed</b>	1	<b>Parking</b>	SBC - SBW 0
<b>Weight</b>	30.6 (Wet) (kg)	<b>Housing</b>	Aluminum Die-casting	<b>Ratio</b>	7.432
<b>Center Distance</b>	188.85 (mm)	<b>Disconnecter System</b>	None (Spline Connection)	<b>Application</b>	Hyundai Ioniq EV
		<b>Reduction Type</b>	Offset Type	<b>Location</b>	Korea (Seosan)

### G1F24

<b>Torque</b>	23.4 (kg·m) 12,000 (rpm)	<b>Speed</b>	1	<b>Parking</b>	SBC - SBW 0
<b>Weight</b>	34 (Wet) (kg)	<b>Housing</b>	Aluminum Die-casting	<b>Ratio</b>	7.982
<b>Center Distance</b>	189.15 (mm)	<b>Disconnecter System</b>	None (Spline Connection)	<b>Application</b>	Hyundai Nexo FCEV, Kona EV Kia Niro EV, Soul EV
		<b>Reduction Type</b>	Inline Type	<b>Location</b>	Korea (Seosan)

### G1F26

<b>Torque</b>	26 (kg·m) 15,000 (rpm)	<b>Speed</b>	1	<b>Parking</b>	SBC - SBW 0
<b>Weight</b>	40 (Wet) (kg)	<b>Housing</b>	Aluminum Die-casting	<b>Ratio</b>	10.650
<b>Center Distance</b>	188.85 (mm)	<b>Disconnecter System</b>	0	<b>Location</b>	Korea (Seosan)
		<b>Reduction Type</b>	Offset Type		





# AXLE

Perfect quality axles developed through the state-of-the-art technology and production facilities

通过尖端技术与先进生产设备，提供高品质的车桥

Hyundai Transys axles transmit strong power in a smooth, prompt, and precise manner. They guarantee safe driving under all driving conditions.

现代坦迪斯生产的车桥平稳、快速、准确地传递强大动力，在任何行驶环境下，确保安全驾驶。



## Hyundai Transys Axles

Hyundai Transys independently develops and produces axles through its design competency and quality management system acquired through decades of experience. Design optimization based on FEA(Finite elements analysis) and noise analysis capability have allowed for the realization of noise-free axles with maximum power transmission efficiency.

Additionally, through the innovative axle design that takes into account the purpose and characteristics of each vehicle, the axles guarantee safety in extreme operating conditions such as low or high speed, long-distance and rough road conditions.

现代坦迪斯以尖端的技术和质量管理系统以及数十年的研究开发经验独立研究开发生产高品质的车桥。

FEA优化设计和噪音分析能力实现了车桥低噪音和最大功率的运行。

此外，考虑到每个车型的不同性，通过创新设计的车桥能够保证每个车型在任何的条件(例如高/低速，长距离，不平整路面)下都能安全舒适地驾驶。

Advanced & Comfortable

# AXLE MODEL LINE-UP



[PASSENGER CAR]

Category	Model	Gear Size (inch)	Weight (kg)	Engine		Customer	Application
				Model	Max.Torque (kg-m)		
IRS REAR AXLE (SUV)	R053HS	5.3	12.5	Nu2.0 γ1.6	19.4 15.4	HYUNDAI KIA	ix25 / KX3 / CRETA
	R056HS	5.6	12.9	R2.2	43.7	HYUNDAI KIA CHANGAN GEELY	SANTAFE / TUCSON SPORTAGE SORENTO R CS75, CS95 NL-3
				λ3.3GDi	35		
				D2.0 T GDi	35		
	R060HS	6.0	15	D20DTF	36.7	SSANGYONG	KORANDO C
	R085HS	8.5	38.5	λ3.8	35.8	KIA	MOHAVE
R090HS	9.0	44.5 45.5(LD)	λ3.8 τ4.6 SII3.0v	56			
IRS REAR AXLE (SEDAN)	R080HS	8.0	34.5 / 28.1	λ3.3 GDi λ3.8 GDi Ø2.0T R2.2 VGT	36 40 44.5	HYUNDAI KIA	G90 / G80 / K9
	R085HS	8.5	35.8 28.5	τ5.0 GDi λ3.3 T-GDi	52 53	HYUNDAI KIA	G90 / G80 / K9
BANJO REAR AXLE (VAN/WAGON)	R078HS	7.8	77	A-II 2.5	26	HYUNDAI	PORTER
	R085HS	8.5	80	A-II 2.5	26		
	R090HS	9.0	100	A-II VGT	45	HYUNDAI	STAREX
				AII-WGT	35		
			A-VGT	40			
BUILT-UP REAR AXLE	R073HS	7.3	65	H15T	22.4	CHANGAN	R103(CX70) / G201
	R085HS	8.5	85.7	D20DT	31.6	SSANGYONG	ACTYON / ACTYON SPORTS / KYRON
	R090HS	9.0	93.8	D27DT	34.7	SSANGYONG	ACTYON SPORTS KYRON / REXTON
	R092HS	9.2	134	A2.5	43	HYUNDAI	SOLATI
IOP FRONT AXLE	F069HS	6.9	15.6	λ3.3 GDi λ3.8 GDi Ø2.0T R2.2 VGT	36 40 44.5	HYUNDAI	G90 / G80
	F073HS	7.3	17	τ5.0 GDi λ3.3 T-GDi	52 53	HYUNDAI	G90 / G80
	F070HS	7.0	16.7	IL6	30.2 35	SSANGYONG	CHAIRMAN
	F071HS	7.1	41.3	D20DT	31.6	SSANGYONG	ACTYON / KYRON REXTON / RODIUS
F078HS	7.8	45.3	D27DT	34.7			
IFS FRONT AXLE (SUV)	F078HS	7.8	38	SII3.0	56	KIA	MOHAVE

MODEL CODE  
ex) **R175HS**  
A B C D

- A. F\_ Front R\_ Rear  
H\_ Hub reduction  
P\_ Portal
- B. Ring-Gear Size (Inch)
- C. H\_ Hypoid S\_ Spiral
- D. T\_ Tandem F\_ Forward  
R\_ Reward S\_ Single



[TRUCK]

Category	Model	Gear Size (inch)	Weight (kg)	Engine		Customer	Application
				Model	Max.Torque (kg-m)		
LIGHT DUTY (2.5~5.5ton)	R115HS	11.5	200	D4AF	30	HYUNDAI	MIGHTY COUNTY QT WIDE
	R120HS	12.0	223	D4AE	30		
	R125HS	12.5	243	F-ENG (LOW)	45		
	R130HS	13.0	275	F-ENG (HIGH)	62		
MEDIUM DUTY (4.5~7ton)	R140HS	14.0	327	G-ENG	70	HYUNDAI	MEGA TRUCK
	R145HS	14.5	352	KK (ENG)	70		
	R150HS	15.0	442	G-ENG	95		
	R160HS	16.0	522	G-ENG	95		
HEAVY DUTY (8~27ton)	R173HT	17.3	1,470	POWERTECH	160	HYUNDAI	CARGO (14ton)
	R175HT	17.5	1,460	POWERTECH	178	HYUNDAI	CARGO (17ton) DUMP (15ton)
	R178HT	17.8	1,633	POWERTECH	255	HYUNDAI	CARGO (25ton) DUMP (27ton) TRACTOR 6x4
	R185HT	18.5	1,661	POWERTECH	148	HYUNDAI	CARGO (19ton) DUMP (23ton)
	R190HS	19.0	712	POWERTECH	255	HYUNDAI	TRACTOR 6x2 TRACTOR 4x2
	H110ST	11.0	1,720	POWERTECH	255	HYUNDAI	DUMP (25.5ton) TRACTOR 6x4



[BUS]

Category	Model	Gear Size (inch)	Weight (kg)	Engine		Customer	Application
				Model	Max.Torque (kg-m)		
CITY BUS	R165SS	16.6	655	D6AV (235/80)	80	HYUNDAI	AERO CITY
	R166HS	16.7	640	DLO8	115	DAEWOO	NEW BS106
	R170HS	17.0	665	G-ENG H-ENG	100 120	HYUNDAI	GREEN CITY SUPER AERO CITY
EXPRESS BUS	R173HS	17.3	680	POWERTECH	148	HYUNDAI	AERO SPACE
	R175HS	17.5	692	POWERTECH	193	HYUNDAI KIA	UNIVERSE GRANBIRD
	R178HS	17.8	690	POWERTECH	173	HYUNDAI	AERO SPACE
LOW-FLOOR BUS	P110SS	10.9	892	Q-CNG G-CNG + Motor	110 130	HYUNDAI	SUPER AERO CITY
ELECTRIC BUS	E240DA	8.5	1,257	IN WHEEL MOTOR (X2)	50.7 (X2)	HYUNDAI	ELEC CITY

## IRS REAR AXLE (SUV)

### R053HS

<b>Gear Size</b>	5.3 (inch)	<b>Oil Capacity</b>	0.5 (Liter)	<b>Type of Axle</b>	IRS
<b>Weight</b>	12.5 (kg)	<b>Locking Differential</b>	None	<b>Max. Output Torque</b>	750 (N·m)
<b>Ring Gear Pitch Dia.</b>	136 (mm)	<b>Nominal GAW Rating</b>	902 (kg)	<b>Location</b>	Korea (Seosan)
<b>Hypoid Offset</b>	BC 25 (mm)	<b>Gear Ratio</b>	2.533		

### R056HS

<b>Gear Size</b>	5.6 (inch)	<b>Oil Capacity</b>	0.53/0.68 (Liter)	<b>Type of Axle</b>	IRS
<b>Weight</b>	12.9/15.1 (kg)	<b>Locking Differential</b>	None	<b>Max. Output Torque</b>	1,000 (N·m)
<b>Ring Gear Pitch Dia.</b>	142 (mm)	<b>Nominal GAW Rating</b>	1,450 (kg)	<b>Location</b>	Korea (Seosan)
<b>Hypoid Offset</b>	BC25 (mm)	<b>Gear Ratio</b>	2.533		China (Rizhao)

### R060HS

<b>Gear Size</b>	6.0 (inch)	<b>Oil Capacity</b>	0.7 (Liter)	<b>Type of Axle</b>	IRS
<b>Weight</b>	15 (kg)	<b>Locking Differential</b>	None	<b>Max. Output Torque</b>	1,200 (N·m)
<b>Ring Gear Pitch Dia.</b>	152 (mm)	<b>Nominal GAW Rating</b>	1,250 (kg)	<b>Location</b>	Korea (Seosan)
<b>Hypoid Offset</b>	BC25 (mm)	<b>Gear Ratio</b>	2.929		



## IRS REAR AXLE (SUV)

### R085HS

<b>Gear Size</b>	8.5 (inch)	<b>Oil Capacity</b>	1.4 (Liter)	<b>Type of Axle</b>	IRS
<b>Weight</b>	38.5 (kg)	<b>Locking Differential</b>	None	<b>Max. Output Torque</b>	6,179 (N·m)
<b>Ring Gear Pitch Dia.</b>	216 (mm)	<b>Nominal GAW Rating</b>	1,441 (kg)	<b>Location</b>	Korea (Seosan)
<b>Hypoid Offset</b>	BC30 (mm)	<b>Gear Ratio</b>	3.357		

### R090HS

<b>Gear Size</b>	9.0 (inch)	<b>Oil Capacity</b>	1.8 (Liter)	<b>Type of Axle</b>	IRS
<b>Weight</b>	44.5 / 45.5 (LD) (kg)	<b>Locking Differential</b>	Option	<b>Max. Output Torque</b>	6,809 (N·m)
<b>Ring Gear Pitch Dia.</b>	228.6 (mm)	<b>Nominal GAW Rating</b>	1,441 (kg)	<b>Location</b>	Korea (Seosan)
<b>Hypoid Offset</b>	BC30 (mm)	<b>Gear Ratio</b>	3.357 / 3.909		



## IRS REAR AXLE (SEDAN)



### R080HS (G90)

<b>Gear Size</b>	8.0 (inch)	<b>Oil Capacity</b>	1.4 (Liter)	<b>Type of Axle</b>	IRS
<b>Weight</b>	34.5 (kg)	<b>Limited Slip Differential</b>	None	<b>Max. Output Torque</b>	5,500 (N·m)
<b>Ring Gear Pitch Dia.</b>	205 (mm)	<b>Nominal GAW Rating</b>	1,342 (kg)	<b>Location</b>	Korea(Seosan)
<b>Hypoid Offset</b>	BC30 (mm)	<b>Gear Ratio</b>	R3.909		

### R085HS (G90)

<b>Gear Size</b>	8.5 (inch)	<b>Oil Capacity</b>	1.4 (Liter)	<b>Type of Axle</b>	IRS
<b>Weight</b>	35.8 (kg)	<b>Limited Slip Differential</b>	None	<b>Max. Output Torque</b>	6,025 (N·m)
<b>Ring Gear Pitch Dia.</b>	216 (mm)	<b>Nominal GAW Rating</b>	1,417 (kg)	<b>Location</b>	Korea(Seosan)
<b>Hypoid Offset</b>	BC30 (mm)	<b>Gear Ratio</b>	R3.538		

### R080HS (G80)

<b>Gear Size</b>	8.0 (inch)	<b>Oil Capacity</b>	1.2 (Liter)	<b>Type of Axle</b>	IRS
<b>Weight</b>	28.1 (kg)	<b>Limited Slip Differential</b>	None	<b>Max. Output Torque</b>	5,186 (N·m)
<b>Ring Gear Pitch Dia.</b>	205 (mm)	<b>Nominal GAW Rating</b>	1,342 (kg)	<b>Location</b>	Korea(Seosan)
<b>Hypoid Offset</b>	BC30 (mm)	<b>Gear Ratio</b>	R3.538 / R3.909		

### R085HS (G80)

<b>Gear Size</b>	8.5 (inch)	<b>Oil Capacity</b>	1.4 (Liter)	<b>Type of Axle</b>	IRS
<b>Weight</b>	28.5 (kg)	<b>Limited Slip Differential</b>	None	<b>Max. Output Torque</b>	6,396 (N·m)
<b>Ring Gear Pitch Dia.</b>	216 (mm)	<b>Nominal GAW Rating</b>	1,417 (kg)	<b>Location</b>	Korea(Seosan)
<b>Hypoid Offset</b>	BC30 (mm)	<b>Gear Ratio</b>	R3.538		



## BANJO REAR AXLE (VAN / WAGON)



### R078HS

<b>Gear Size</b>	7.8 (inch)	<b>Locking Differential</b>	Option	<b>Type of Axle</b>	Banjo
<b>Weight</b>	77 (kg)	<b>Tube Section</b>	Ø70×6t	<b>Max. Output Torque</b>	4,347 (N·m)
<b>Ring Gear Pitch Dia.</b>	200 (mm)	<b>Nominal GAW Rating</b>	1,646 (kg)	<b>Location</b>	Korea(Seosan)
<b>Hypoid Offset</b>	BC30 (mm)	<b>Gear Ratio</b>	4.222		
<b>Oil Capacity</b>	1.2 (Liter)				

### R085HS

<b>Gear Size</b>	8.5 (inch)	<b>Locking Differential</b>	Option	<b>Type of Axle</b>	Banjo
<b>Weight</b>	80 (kg)	<b>Tube Section</b>	Ø70×6t	<b>Max. Output Torque</b>	6,252 (N·m)
<b>Ring Gear Pitch Dia.</b>	214.75 (mm)	<b>Nominal GAW Rating</b>	1,646 (kg)	<b>Location</b>	Korea(Seosan)
<b>Hypoid Offset</b>	BC30 (mm)	<b>Gear Ratio</b>	3.154 / 3.727 / 4.272		
<b>Oil Capacity</b>	1.9 (Liter)				

### R090HS

<b>Gear Size</b>	9.0 (inch)	<b>Locking Differential</b>	Option	<b>Type of Axle</b>	Banjo
<b>Weight</b>	100 (kg)	<b>Tube Section</b>	Ø70×7t / Ø80×6t	<b>Max. Output Torque</b>	7,114 (N·m)
<b>Ring Gear Pitch Dia.</b>	230 (mm)	<b>Nominal GAW Rating</b>	1,780 (WGN) / 1,850 (VAN) (kg)	<b>Location</b>	Korea(Seosan)
<b>Hypoid Offset</b>	BC30 (mm)	<b>Gear Ratio</b>	R2.929 / R3.909 / R3.692		
<b>Oil Capacity</b>	2.1 (Liter)		R4.222 / R4.625 / R4.444		



## BUILT-UP REAR AXLE



## R073HS

<b>Gear Size</b>	7.3 (inch)	<b>Locking Differential</b>	None	<b>Type of Axle</b>	Salisbury
<b>Weight</b>	65 (kg)	<b>Tube Section</b>	Ø70×6.5t	<b>Max. Output Torque</b>	2,376 (N·m)
<b>Ring Gear Pitch Dia.</b>	185 (mm)	<b>Nominal GAW Rating</b>	1,200 (kg)	<b>Location</b>	China (Sichuan)
<b>Hypoid Offset</b>	BC25 (mm)	<b>Gear Ratio</b>	-		
<b>Oil Capacity</b>	1.1 (Liter)				

## R085HS

<b>Gear Size</b>	8.5 (inch)	<b>Locking Differential</b>	Option	<b>Type of Axle</b>	Salisbury
<b>Weight</b>	85.7 (kg)	<b>Tube Section</b>	Ø70×8t	<b>Max. Output Torque</b>	6,331 (N·m)
<b>Ring Gear Pitch Dia.</b>	216 (mm)	<b>Nominal GAW Rating</b>	1,360 (kg)	<b>Location</b>	Korea (Seosan)
<b>Hypoid Offset</b>	BC38.1 (mm)	<b>Gear Ratio</b>	3.54/4.27/4.55/4.89/5.38		
<b>Oil Capacity</b>	1.9 (Liter)				

## R090HS

<b>Gear Size</b>	9.0 (inch)	<b>Locking Differential</b>	Option	<b>Type of Axle</b>	Salisbury
<b>Weight</b>	93.8 (kg)	<b>Tube Section</b>	Ø70×8t	<b>Max. Output Torque</b>	7,750 (N·m)
<b>Ring Gear Pitch Dia.</b>	230 (mm)	<b>Nominal GAW Rating</b>	1,600 (kg)	<b>Location</b>	Korea (Seosan)
<b>Hypoid Offset</b>	BC30 (mm)	<b>Gear Ratio</b>	3.31/3.54/3.91/4.27/4.56/4.89		
<b>Oil Capacity</b>	2 (Liter)				

## R092HS

<b>Gear Size</b>	9.2 (inch)	<b>Locking Differential</b>	Option	<b>Type of Axle</b>	Salisbury
<b>Weight</b>	134 (kg)	<b>Tube Section</b>	Ø75.4×8.2t	<b>Max. Output Torque</b>	7,936 (N·m)
<b>Ring Gear Pitch Dia.</b>	233.68 (mm)	<b>Nominal GAW Rating</b>	2,430 (BUS) / 2,250 (VAN, TRUCK) (kg)	<b>Location</b>	Korea (Seosan)
<b>Hypoid Offset</b>	BC30 (mm)	<b>Gear Ratio</b>	3.538/3.917		
<b>Oil Capacity</b>	2.2 (Liter)				



## IOP FRONT AXLE



## F069HS

<b>Gear Size</b>	6.9 (inch)	<b>Oil Capacity</b>	0.7 (Liter)	<b>Type of Axle</b>	IOP
<b>Weight</b>	15.6 (kg)	<b>Locking Differential</b>	None	<b>Max. Output Torque</b>	2,692 (N·m)
<b>Ring Gear Pitch Dia.</b>	177.5 (mm)	<b>Nominal GAW Rating</b>	1,238 (kg)	<b>Location</b>	Korea (Seosan)
<b>Hypoid Offset</b>	BC25 (mm)	<b>Gear Ratio</b>	R3.909 / R3.538		

## F073HS

<b>Gear Size</b>	7.3 (inch)	<b>Oil Capacity</b>	0.7 (Liter)	<b>Type of Axle</b>	IOP
<b>Weight</b>	17 (kg)	<b>Locking Differential</b>	None	<b>Max. Output Torque</b>	3,250 (N·m)
<b>Ring Gear Pitch Dia.</b>	187.5 (mm)	<b>Nominal GAW Rating</b>	1,308 (kg)	<b>Location</b>	Korea (Seosan)
<b>Hypoid Offset</b>	BC25 (mm)	<b>Gear Ratio</b>	R3.538		

## F070HS

<b>Gear Size</b>	7.0 (inch)	<b>Oil Capacity</b>	0.69 (Liter)	<b>Type of Axle</b>	IOP
<b>Weight</b>	16.7 (kg)	<b>Locking Differential</b>	None	<b>Max. Output Torque</b>	3,352 (N·m)
<b>Ring Gear Pitch Dia.</b>	177.8 (mm)	<b>Nominal GAW Rating</b>	1,250 (kg)	<b>Location</b>	Korea (Seosan)
<b>Hypoid Offset</b>	AC 25.0 (mm)	<b>Gear Ratio</b>	3.06		



## IFS FRONT AXLE (SUV)



### F071HS

<b>Gear Size</b>	7.1 (inch)	<b>Locking Differential</b>	None	<b>Type of Axle</b>	IFS
<b>Weight</b>	41.3 (kg)	<b>Tube Section</b>	Ø63.5x5.54t	<b>Max. Output Torque</b>	3,762 (N·m)
<b>Ring Gear Pitch Dia.</b>	181 (mm)	<b>Nominal GAW Rating</b>	1,174 (kg)	<b>Location</b>	Korea(Seosan)
<b>Hypoid Offset</b>	AC28.58 (mm)	<b>Gear Ratio</b>	3.54/3.91/4.27/4.56/4.89/5.38		
<b>Oil Capacity</b>	1.4 (Liter)				

### F078HS [ACTYON]

<b>Gear Size</b>	7.8 (inch)	<b>Locking Differential</b>	None	<b>Type of Axle</b>	IFS
<b>Weight</b>	45.3 (kg)	<b>Tube Section</b>	Ø63.5x5.54t	<b>Max. Output Torque</b>	5,361 (N·m)
<b>Ring Gear Pitch Dia.</b>	200 (mm)	<b>Nominal GAW Rating</b>	1,250 (kg)	<b>Location</b>	Korea(Seosan)
<b>Hypoid Offset</b>	AC30 (mm)	<b>Gear Ratio</b>	3.31/3.91/4.27		
<b>Oil Capacity</b>	1.4 (Liter)				

### F078HS [MOHAVE]

<b>Gear Size</b>	7.8 (inch)	<b>Locking Differential</b>	None	<b>Type of Axle</b>	IFS
<b>Weight</b>	38 (kg)	<b>Tube Section</b>	Ø60.5x6t	<b>Max. Output Torque</b>	4,622 (N·m)
<b>Ring Gear Pitch Dia.</b>	198.12 (mm)	<b>Nominal GAW Rating</b>	1,381 (kg)	<b>Location</b>	Korea(Seosan)
<b>Hypoid Offset</b>	AC30 (mm)	<b>Gear Ratio</b>	3.357/3.909		
<b>Oil Capacity</b>	1.3 (Liter)				



## LIGHT DUTY



### R115HS

<b>Gear Size</b>	11.5 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	200 (kg)	<b>Tube Section</b>	110×110×6t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	292 (mm)	<b>Nominal GAW Rating</b>	3,843 (kg)	<b>Max. Output Torque</b>	8,688 (N·m)
<b>Hypoid Offset</b>	28.58 (mm)	<b>Gear Ratio</b>	5.714/6.142/6.166/	<b>Location</b>	Korea(Seosan)
<b>Oil Capacity</b>	4.5 (Liter)		6.333/6.666		

### R120HS

<b>Gear Size</b>	12.0 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	223 (kg)	<b>Tube Section</b>	110×110×6t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	302 (mm)	<b>Nominal GAW Rating</b>	4,300 (kg)	<b>Max. Output Torque</b>	9,140 (N·m)
<b>Hypoid Offset</b>	28.58 (mm)	<b>Gear Ratio</b>	4.625/5.000/5.375/5.714/	<b>Location</b>	Korea(Seosan)
<b>Oil Capacity</b>	4.5 (Liter)		6.142/6.166/6.666		

### R125HS

<b>Gear Size</b>	12.5 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	243 (kg)	<b>Tube Section</b>	110×110×8t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	320 (mm)	<b>Nominal GAW Rating</b>	4,500 (kg)	<b>Max. Output Torque</b>	10,900 (N·m)
<b>Hypoid Offset</b>	28.58 (mm)	<b>Gear Ratio</b>	3.417/3.727/4.333/4.625/5.000/	<b>Location</b>	Korea(Seosan)
<b>Oil Capacity</b>	5.8 (Liter)		5.428/6.166		

### R130HS

<b>Gear Size</b>	13.0 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	257 / 275 (kg)	<b>Tube Section</b>	110×110×8t / 110×120×10t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	330 (mm)	<b>Nominal GAW Rating</b>	4,330 / 5,500 (kg)	<b>Max. Output Torque</b>	12,335 (N·m)
<b>Hypoid Offset</b>	28.58 (mm)	<b>Gear Ratio</b>	3.417/3.692/3.727/4.111	<b>Location</b>	Korea(Seosan)
<b>Oil Capacity</b>	6.2 (Liter)				



## MEDIUM DUTY

### R140HS

<b>Gear Size</b>	14.0 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	327 (kg)	<b>Tube Section</b>	120×134×10t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	358 (mm)	<b>Nominal GAW Rating</b>	7,150 (kg)	<b>Max. Output Torque</b>	17,574 (N·m)
<b>Hypoid Offset</b>	30 (mm)	<b>Gear Ratio</b>	3.909	<b>Location</b>	Korea(Seosan)
<b>Oil Capacity</b>	6.5 (Liter)				

### R145HS

<b>Gear Size</b>	14.5 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	352 (kg)	<b>Tube Section</b>	120×134×10t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	368 (mm)	<b>Nominal GAW Rating</b>	8,140 (kg)	<b>Max. Output Torque</b>	19,481 (N·m)
<b>Hypoid Offset</b>	30 (mm)	<b>Gear Ratio</b>	4.333	<b>Location</b>	Korea(Seosan)
<b>Oil Capacity</b>	8.3 (Liter)				

### R150HS

<b>Gear Size</b>	15.0 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	442 (kg)	<b>Tube Section</b>	120×134×12t / 120×134×14t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	373 (mm)	<b>Nominal GAW Rating</b>	8,800 (kg)	<b>Max. Output Torque</b>	24,259 (N·m)
<b>Hypoid Offset</b>	30 (mm)	<b>Gear Ratio</b>	3.636 / 3.909 / 4.111	<b>Location</b>	Korea(Seosan)
<b>Oil Capacity</b>	8.3 (Liter)				

### R160HS

<b>Gear Size</b>	16.0 (inch)	<b>Locking Differential</b>	None	<b>Type of Axle</b>	Banjo
<b>Weight</b>	522 (kg)	<b>Tube Section</b>	120×134×14t	<b>Max. Output Torque</b>	30,304 (N·m)
<b>Ring Gear Pitch Dia.</b>	400 (mm)	<b>Nominal GAW Rating</b>	8,800 (kg)	<b>Location</b>	Korea(Seosan)
<b>Hypoid Offset</b>	30 (mm)	<b>Gear Ratio</b>	4.111		
<b>Oil Capacity</b>	10 (Liter)				



## HEAVY DUTY

### R173HT

<b>Gear Size</b>	17.3 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	1,470 (kg)	<b>Tube Section</b>	145×145×14t		Tandem
<b>Ring Gear Pitch Dia.</b>	439.4 (mm)	<b>Nominal GAW Rating</b>	10,500 (kg)	<b>Type of Axle</b>	Banjo
<b>Hypoid Offset</b>	45 (mm)	<b>Gear Ratio</b>	3.909 / 4.875 / 5.143 / 5.571 /	<b>Max. Output Torque</b>	62,000 (N·m)
<b>Oil Capacity</b>	22 (Liter)		6.166 / 6.666	<b>Location</b>	Korea(Seosan)

### R175HT

<b>Gear Size</b>	17.5 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	1,460 (kg)	<b>Tube Section</b>	145×145×14t		Tandem
<b>Ring Gear Pitch Dia.</b>	444.5 (mm)	<b>Nominal GAW Rating</b>	10,500 (kg)	<b>Type of Axle</b>	Banjo
<b>Hypoid Offset</b>	45 (mm)	<b>Gear Ratio</b>	4.333 / 4.875 / 5.143	<b>Max. Output Torque</b>	76,000 (N·m)
<b>Oil Capacity</b>	22 (Liter)			<b>Location</b>	Korea(Seosan)

### R178HT

<b>Gear Size</b>	17.8 (inch)	<b>Locking Differential</b>	Option	<b>Remarks</b>	Single Reduction
<b>Weight</b>	1,633 (kg)	<b>Tube Section</b>	145×145×14t / 145×153×14t /		Tandem
<b>Ring Gear Pitch Dia.</b>	452 (mm)		145×160×14t	<b>Type of Axle</b>	Banjo
<b>Hypoid Offset</b>	47.79 (mm)	<b>Nominal GAW Rating</b>	10,500 / 13,000 (kg)	<b>Max. Output Torque</b>	86,000 (N·m)
<b>Oil Capacity</b>	32 (Liter)	<b>Gear Ratio</b>	2.846 / 3.083 / 3.273 / 3.417	<b>Location</b>	Korea(Seosan)

### R185HT

<b>Gear Size</b>	18.5 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	1,661 (kg)	<b>Tube Section</b>	145×160×14t		Tandem
<b>Ring Gear Pitch Dia.</b>	470 (mm)	<b>Nominal GAW Rating</b>	13,000 (kg)	<b>Type of Axle</b>	Banjo
<b>Hypoid Offset</b>	45 (mm)	<b>Gear Ratio</b>	3.667 / 3.909 / 4.333 / 4.875 /	<b>Max. Output Torque</b>	86,000 (N·m)
<b>Oil Capacity</b>	32 (Liter)		5.143 / 5.571 / 6.166	<b>Location</b>	Korea(Seosan)



## HEAVY DUTY

### R190HS

<b>Gear Size</b>	19.0 (inch)	<b>Locking Differential</b>	Standard	<b>Remarks</b>	Single Reduction
<b>Weight</b>	712 (kg)	<b>Tube Section</b>	145×145×14t / 145×153×14t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	482 (mm)	<b>Nominal GAW Rating</b>	13,000 (kg)	<b>Max. Output Torque</b>	52,000 (N·m)
<b>Hypoid Offset</b>	47.79 (mm)	<b>Gear Ratio</b>	2.530 / 2.800 / 2.929 /	<b>Location</b>	Korea (Seosan)
<b>Oil Capacity</b>	15 (Liter)		3.667 / 3.909 / 4.333		

### H110ST

<b>Gear Size</b>	11.0 (inch)	<b>Locking Differential</b>	Standard	<b>Remarks</b>	Hub Reduction
<b>Weight</b>	1,720 (kg)	<b>Tube Section</b>	145×153×14t	<b>Type of Axle</b>	Tandem
<b>Ring Gear Pitch Dia.</b>	280 (mm)	<b>Nominal GAW Rating</b>	13,000 (kg)	<b>Max. Output Torque</b>	107,800 (N·m)
<b>Hypoid Offset</b>	0 (mm)	<b>Gear Ratio</b>	3.50 / 3.63 / 4.271	<b>Location</b>	Korea (Seosan)
<b>Oil Capacity</b>	47 (Liter)				



## CITY BUS

### R165SS

<b>Gear Size</b>	16.5 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	655 (kg)	<b>Tube Section</b>	132×140×14t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	420 (mm)	<b>Nominal GAW Rating</b>	9,375 (kg)	<b>Max. Output Torque</b>	27,700 (N·m)
<b>Hypoid Offset</b>	0 (mm)	<b>Gear Ratio</b>	3.545 / 3.909 / 4.333 / 4.875	<b>Location</b>	Korea (Seosan)
<b>Oil Capacity</b>	10 (Liter)				

### R166HS

<b>Gear Size</b>	16.6 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	640 (kg)	<b>Tube Section</b>	132×140×14t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	420 (mm)	<b>Nominal GAW Rating</b>	10,000 (kg)	<b>Max. Output Torque</b>	30,000 (N·m)
<b>Hypoid Offset</b>	36 (mm)	<b>Gear Ratio</b>	3.153 / 3.250 / 3.545 / 3.900 /	<b>Location</b>	Korea (Seosan)
<b>Oil Capacity</b>	11.5 (Liter)		4.333 / 4.875 / 5.571 / 6.166		

### R170HS

<b>Gear Size</b>	17.0 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	665 (kg)	<b>Tube Section</b>	145×145×14t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	424 (mm)	<b>Nominal GAW Rating</b>	10,000 (kg)	<b>Max. Output Torque</b>	32,000 (N·m)
<b>Hypoid Offset</b>	36 (mm)	<b>Gear Ratio</b>	3.909 / 4.111 / 4.333 / 4.875 / 5.375	<b>Location</b>	Korea (Seosan)
<b>Oil Capacity</b>	10 (Liter)				





## EXPRESS BUS



### R173HS

<b>Gear Size</b>	17.3 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	680 (kg)	<b>Tube Section</b>	145×145×14t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	440 (mm)	<b>Nominal GAW Rating</b>	10,000 (kg)	<b>Max. Output Torque</b>	31,300 (N·m)
<b>Hypoid Offset</b>	45 (mm)	<b>Gear Ratio</b>	3.153/3.545/3.909/4.444/4.875	<b>Location</b>	Korea(Seosan)
<b>Oil Capacity</b>	12.5 (Liter)				

### R175HS

<b>Gear Size</b>	17.5 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	692 (kg)	<b>Tube Section</b>	145×145×14t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	442 (mm)	<b>Nominal GAW Rating</b>	10,000 (kg)	<b>Max. Output Torque</b>	38,000 (N·m)
<b>Hypoid Offset</b>	45 (mm)	<b>Gear Ratio</b>	2.929/3.153/3.364/3.909/5.714/6.413	<b>Location</b>	Korea(Seosan)
<b>Oil Capacity</b>	12.5 (Liter)				

### R178HS

<b>Gear Size</b>	17.8 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Single Reduction
<b>Weight</b>	690 (kg)	<b>Tube Section</b>	145×145×14t	<b>Type of Axle</b>	Banjo
<b>Ring Gear Pitch Dia.</b>	452 (mm)	<b>Nominal GAW Rating</b>	10,000 (kg)	<b>Max. Output Torque</b>	35,000 (N·m)
<b>Hypoid Offset</b>	47.79 (mm)	<b>Gear Ratio</b>	3.545/3.909	<b>Location</b>	Korea(Seosan)
<b>Oil Capacity</b>	12.5 (Liter)				



## LOW-FLOOR BUS



### P110SS

<b>Gear Size</b>	11.0 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Double Reduction
<b>Weight</b>	892 (kg)	<b>Tube Section</b>	174×137.5 ×12t	<b>Type of Axle</b>	Drop Center AXLE
<b>Ring Gear Pitch Dia.</b>	277.5 (mm)	<b>Nominal GAW Rating</b>	13,000 (kg)	<b>Max. Output Torque</b>	50,000 (N·m)
<b>Hypoid Offset</b>	0 (mm)	<b>Gear Ratio</b>	5.13/5.74	<b>Location</b>	Korea(Seosan)
<b>Oil Capacity</b>	15 (Liter)				

## ELECTRIC BUS



### E240DA

<b>Gear Size</b>	8.5 (inch)	<b>Locking Differential</b>	None	<b>Remarks</b>	Double Reduction
<b>Weight</b>	1,257 (kg)	<b>Tube Section</b>	None	<b>Type of Axle</b>	In Wheel Motor AXLE
<b>Ring Gear Pitch Dia.</b>	None	<b>Nominal GAW Rating</b>	13,000 (kg)	<b>Max. Output Torque</b>	22,870 (N·m)
<b>Hypoid Offset</b>	None	<b>Gear Ratio</b>	22.91	<b>Location</b>	Korea(Iksan)
<b>Oil Capacity</b>	1.3(x2) (Liter) 1.8(Hub,x2) (Liter)				



# 4WD SYSTEM

4WD systems, the result of technological integration and knowhow for efficient driving

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Hyundai Transys develops 4WD systems such as EST(Electric Shift Transfer case), PTU(Power Transfer Unit) and Coupling system.

现代坦迪斯开发了三种四驱系统, 分别为分动器(Electronic Shift Transfer case), 取力器(Power Transfer Unit)及扭矩管理器(Coupling system)。



## Hyundai Transys 4WD Systems



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通过高技术力量与独立开发生产的轻量、持久、低噪音的变速箱显示了我司在变速箱上的研发能力。我公司生产的4WD系统无论在价格还是设计上均比海外竞争企业具有更强的竞争力。

EST 

## E2R120

<b>Type of Vehicle</b>	SUV	<b>Engine</b>	ZMZ-409.10
<b>Application</b>	FR based AWD Compact SUV Vehicle	<b>Allowable MAX. Input Torque</b>	120 (kg-m)
<b>Driving Type</b>	Part Time	<b>Weight</b>	33.3 (kg)
<b>Shifting Mode</b>	2H↔4H↔4L (Rotary Switch)	<b>Ratio</b>	2.542
<b>ECU Communication</b>	K-Line	<b>Front Output Direction</b>	RH
		<b>Center Distance</b>	241.29
		<b>Location</b>	China(Rizhao)



EST 

## E2R170

<b>Type of Vehicle</b>	SUV	<b>Engine</b>	4.6L
<b>Application</b>	FR Type SUV Heavy SUV / Pick-up	<b>Allowable MAX. Input Torque</b>	170 (kg-m)
<b>Driving Type</b>	Part Time	<b>Weight</b>	35 (kg)
<b>Shifting Mode</b>	2H↔4H↔4L (Rotary Switch)	<b>Ratio</b>	2.542
<b>ECU Communication</b>	CAN	<b>Front Output Direction</b>	LH
		<b>Center Distance</b>	244.49
		<b>Location</b>	China(Rizhao)



## E1R170

<b>Type of Vehicle</b>	VAN	<b>Engine</b>	A-II 2.5 VGT
<b>Application</b>	FR based AWD MPV(Multi-Purpose Vehicle)	<b>Allowable MAX. Input Torque</b>	170 (kg-m)
<b>Driving Type</b>	Part Time	<b>Weight</b>	28 (kg)
<b>Shifting Mode</b>	2H↔4H (Rotary Switch)	<b>Ratio</b>	1.000
<b>ECU Communication</b>	CAN	<b>Front Output Direction</b>	LH
		<b>Center Distance</b>	244.49
		<b>Location</b>	China(Rizhao)



## E2R190

<b>Type of Vehicle</b>	JEEP & TRUCK	<b>Engine</b>	S-II
<b>Application</b>	FR Type Military light tactical Vehicle	<b>Allowable MAX. Input Torque</b>	190 (kg-m)
<b>Driving Type</b>	Part Time	<b>Weight</b>	56.5 (kg)
<b>Shifting Mode</b>	2H↔4H↔4L (Rotary Switch)	<b>Ratio</b>	2.717
<b>ECU Communication</b>	CAN	<b>Front Output Direction</b>	LH
		<b>Center Distance</b>	266.72
		<b>Location</b>	Korea(Seosan)



PTU 

# P048HB

**Type of Vehicle** SUV  
**Application** FF based AWD  
**Driving Type** On Demand  
**Ring Gear Pitch Dia** 122 (mm)

**Allowable MAX. Input Torque** 1,722 (N·m)  
**Weight** 18 (kg)  
**Ratio** 2.533  
**Oil Capacity** 0.74 (Liter)  
**Reduction Type** 2Steps  
**Location** China(Rizhao)



PTU 

# P056HA

**Type of Vehicle** SUV  
**Application** FF based AWD  
**Driving Type** On Demand  
**Ring Gear Pitch Dia** 142 (mm)

**Allowable MAX. Input Torque** 1,900 (N·m)  
**Weight** 13 (kg)  
**Ratio** 2.533  
**Oil Capacity** 0.5 (Liter)  
**Reduction Type** 1Step  
**Location** China(Rizhao)



# P053HB

**Type of Vehicle** SUV  
**Application** FF based AWD  
**Driving Type** On Demand  
**Ring Gear Pitch Dia** 134 (mm)

**Allowable MAX. Input Torque** 2,533 (N·m)  
**Weight** 21.6 (kg)  
**Ratio** 2.533  
**Oil Capacity** 0.78 (Liter)  
**Reduction Type** 2Steps  
**Location** China(Rizhao)



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