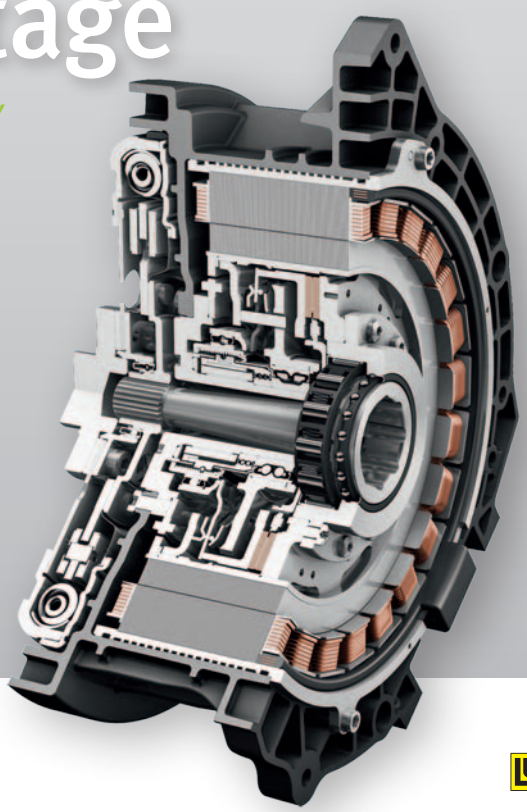
Engine
Chassis
Transmission
E-Mobility

SCHAEFFLER

P2 Hybrid Module High Voltage

EFFICIENT FUTURE MOBILITY



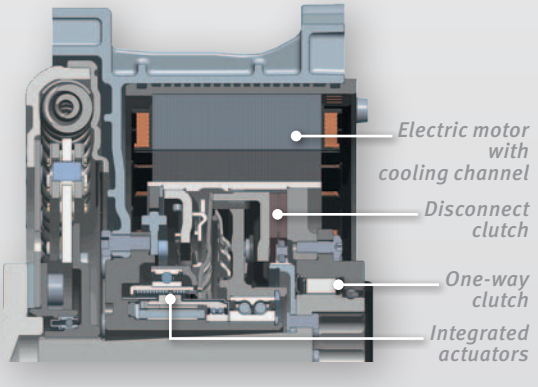
LuK INA FAG

EFFICIENT FUTURE MOBILITY

P2 Module for Mild to Plug-In Hybrids

Basic electric motor data (modular system variants)

	41 kW motor	80 kW motor
Type	PSM	PSM
Torque peak (10 s)	180 Nm	280 Nm
Torque const.	100 Nm	160 Nm
Speed operation	7000 rpm	7000 rpm
Speed burst	> 10200 rpm	> 10200 rpm
Power peak (10 s)	41 kW	80 kW
Power const.	25 kW	48 kW
Efficiency 1500 – 2500 rpm	> 95 %	> 95 %
Dimensions in mm	Outer Ø 270, inner Ø 182, length 86	Outer Ø 270, inner Ø 182, length 115
Design voltage	264 V	264 V



Description

- Hybrid module designed for optimized use of space for integration into existing powertrains

Functional advantages

- Low mass inertia
- Higher overall efficiency
- High actuator dynamics in combination with a one-way clutch allow very fast connection to the internal combustion engine after starting

Product benefits

- Allows electric sailing up to > 160 km/h
- Very high vehicle dynamics when transitioning to driving with the internal combustion engine
- Fuel consumption benefit of up to 22 % (depending on the vehicle application)

Integration/installation

- Integration between existing internal combustion engines/transmissions

Performance data

- Internal combustion engines up to 800 Nm
- Electric motors up to 100 kW
- Very high clutch dynamics < 100 ms

OPH / US / 201407.3 / Printed in Germany by wünsch