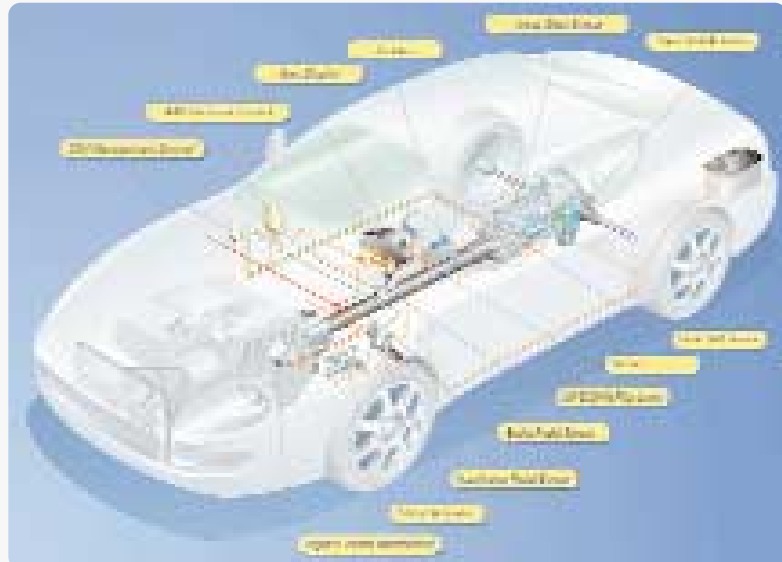


AMT

The conventional driveline robotized

Technical features

- fully electro-mechanical system
- performances comparable with the top of known state of the art
- very clean arrangement of components
- very light and compact design
- very low system cost



GT-ME1

Transaxle for Specialist Manufacturers

Project:	Mid-engine transaxle "GT-ME1"
Technical features:	<p>Housing design optimized to allow application adaptability (transmission mounting point, and engine interface features)</p> <p>In addition to the mid-engine version, a front-engine rear transaxle version is also available</p> <p>Six speed manual, with AMT as a possible option</p> <p>Torque rating of 750 Nm (560lb ft) or more, depending on the car weight</p> <p>Triple cone synchros on 1st and 2nd gears, and double cone synchros on 3rd through 6th</p> <p>Integrated diamond plate feature (built in H gate) to ensure smooth shiftability</p> <p>Limited slip differential with choice of locking ratios to tune car performance</p> <p>Choice of final drive ratios available</p> <p>Pressure fed internal lubrication, and oil cooling is guaranteed through a built-in gerotor oil pump: excellent oil circulation is guaranteed at all times, and in all driving conditions</p> <p>Low weight: approx 80 Kg (dry weight)</p>



CUSTOMER

Alfa Romeo

Vehicle:	8C
Layout:	Front engine (long.) coupled with clutch, rear transaxle, rear wheel drive
Engine features:	V8 4254 cc, 400 Hp, 287 KW, 451 Nm
Gears ratios:	I 14/46 (3.286), II 19/41 (2.158), III 23/37 (1.609), IV 26/33 (1.269), V 29/30 (1.034), VI 33/28 (0.848), RM 15/41 (2.73)
Total ratios:	I =12.247, II =8.043, III =5.977, IV =4.730, V =3.854, VI =3.160, RM =10.188



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CUSTOMER

Aston Martin

Vehicle:	DB9 (manual)
Driveline layout:	Front longitudinal engine, rear transaxle (MT)
Engine features:	V12 (6000 cm ³), 440 Hp @ 6000 rpm, 587 Hp @5500 rpm
Gears ratios:	I 13/41 (3.154), II 19/37 (1.947), III 23/33(1.435), IV 27/31 (1.148), V 31/29(0.935), VI 33/25(0.758), RM 13/31 (2.383); FDR 13/46 (3.538)
Total ratios:	I =11.160, II =6.889, III =5.159, IV =4.062, V =3.308, VI =2.682; REV =8.439



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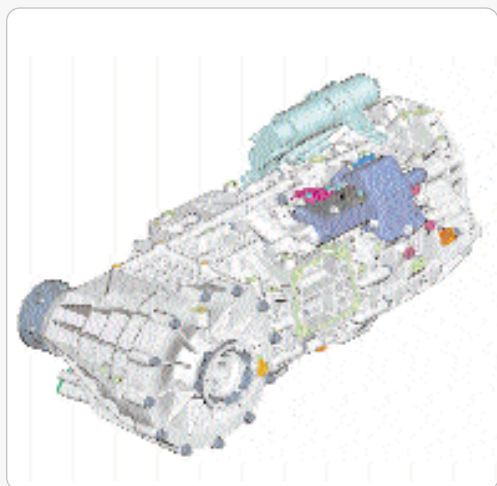
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CUSTOMER

Aston Martin

Vehicle:	V8 VANTAGE
Driveline layout:	Front longitudinal engine, rear transaxle (MT/AMT)
Engine features:	V8, 400 Hp, 450 Hp
Gears ratios:	I 13/41 (3.154), II 19/37 (1.947), III 23/33 (1.435), IV 27/31 (1.148), V 31/29 (0.935), VI 35/27(0.771) RM 13/31 (2.385); FDR 10/37 (3.7)
Total ratios:	I =11.160, II =6.889, III =5.159, IV =4.062, V =3.308, VI =2.853; REV =8.439



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CUSTOMER

Audi

Vehicle:	R8 ("Le Mans" Project)
Layout:	Central engine (longitudinal), rear gearbox, 4WD
Engine features:	V8, V10, V10 Turbo (420 to > 500) hp @ 7800rpm, (400 to > 600) Nm @ 4500rpm
Total ratios:	I=9.777, II=7.058, III=5.430, IV=4.342, V=3.584, VI=3.074, REV=10.731



CUSTOMER

Ferrari

Vehicle:	360 MODENA
Driveline layout:	Mid-engine transaxle (MT/AMT)
Engine features:	V8 (3586 cm ³), 400 hp, 400 Nm
Gears ratios:	I 14/46 (3.226), II 19/41 (2.158), III 23/37(1.609), IV 26/33 (1.269), V 29/30 (1.034), VI 33/28(0.848) RM 16/41 (2.565), FDR 9/40 (4.444)
Total ratios:	I =14.603, II =9.590, III =7.150, IV =5.639, V =4.595, VI =3.769; RM =11.399



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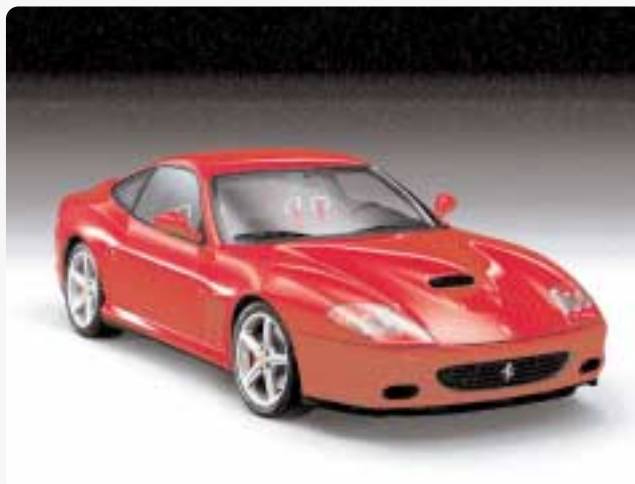
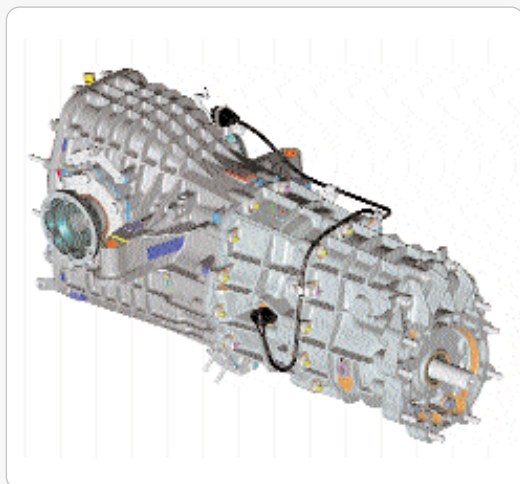
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CUSTOMER

Ferrari

Vehicle:	575M Maranello
Driveline layout:	Front longitudinal engine, rear transaxle (MT/AMT)
Engine features:	V12 (5474 cm ³), 515 hp, 589 Nm
Gears ratios:	I 13/41 (3.154), II 17/37 (2.176), III 23/36(1.565), IV 27/32 (1.165), V 31/29 (0.935), VI 33/25(0.758) RM 13/31 (2.385), FDR 11/43 (3.909)
Total ratios:	I =12.329, II =8.508, III =6.119, IV =4.633, V =3.657, VI =2.961; RM =9.322



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CUSTOMER

Ferrari

Vehicle:	430
Driveline layout:	Mid-engine transaxle (MT/AMT)
Engine features:	V8 (4308 cm ³), 490 cv, 465 Nm
Gears ratios:	I 14/46 (3.286), II 19/41 (2.158), III 23/37 (1.609), IV 26/33 (1.269), V 29/30(1.034), VI 38/31(0.816) RM 15/41 (2.733), FDR 10/43 (4.300)
Total ratios:	I =14.128, II =9.279, III =6.917, IV =5.458, V =4.448, VI =3.508; RM =11.753



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CUSTOMER

Ferrari

Vehicle:	ENZO
Driveline layout:	Mid-engine transaxle (MT/AMT)
Engine features:	V12 (5474 cm ³), 660 hp, 680 Nm
Gears ratios:	I 13/41 (3.154), II 17/37 (2.176), III 23/36(1.565), IV 27/32 (1.165), V 31/29 (0.935), VI 33/25(0.758) RM 13/31 (2.385), FDR 41/10 (4.1)
Total ratios:	I =12.931, II =8.923, III =6.417, IV =4.859, V =3.834 VI =3.109; RM =9.779



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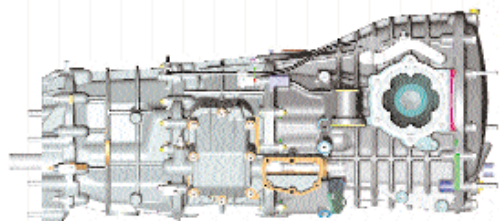
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CUSTOMER

Ferrari

Vehicle:	612 Scaglietti
Driveline layout:	Front longitudinal engine, rear transaxle (MT/AMT)
Engine features:	V12, 379kW, 588 Nm
Gears ratios:	I 13/41 (3.154), II 17/37 (2.176), III 23/36 (1.565), IV 27/32 (1.185), V 31/29 (0.935), VI 33/25(0.758) RM 14/41 (2.929)
Total ratios:	I =13.189, II =9.101, III =6.545, IV =4.956, V =3.912, VI =3.168; RM =12.247



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CUSTOMER

Lamborghini Automobili

Vehicle:	GALLARDO
Driveline layout:	mid-engine 4WD transaxle (MT/AMT) and front final drive unit
Engine features:	V10, (4961 cm ³) 490 Hp @ 7800 rpm, 510 Nm @ 4500 rpm
Gears ratios:	I 16/41 (2.563), II 20/37 (1.850), III 26/37 (1.423), IV 29/33 (1.138), V 33/31 (0.939), VI 36/29(0.806) RM 16/45 (2.813); PTO DROP 22/31 (1.409), pinion DROP 25/31 (1.240)
Total ratios:	I =9.777, II =7.058, III =5.430, IV =4.342, V =3.584, VI =3.074; REV =10.731



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CUSTOMER

Maserati

Vehicle:	Coupè & Spyder (Trofeo – Gran Sport)
Driveline layout:	Front longitudinal engine, rear transaxle (MT/AMT)
Engine features:	V8, 4254 cc, 287 kW, 451 Nm
Gears ratios:	I 14/46 (3.286), II 19/41 (2.158), III 23/37 (1.609), IV 26/33 (1.269), V 29/30 (1.034), VI 33/28 (0.848), RM 15/41 (2.733)
Total ratios:	I =12.247, II =8.043, III =5.977, IV =4.730, V =3.854, VI =3.160; RM =10.188



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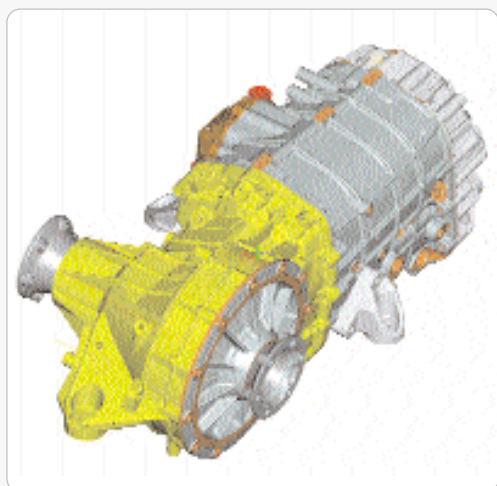
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CUSTOMER

Maserati

Vehicle:	Quattroporte
Driveline layout:	Front longitudinal engine, rear transaxle (MT/AMT)
Engine features:	V8, 4254 cc, 287 kW, 451 Nm
Gears ratios:	I 14/46 (3.286), II 19/41 (2.158), III 23/37 (1.609), IV 26/33 (1.269), V 29/30 (1.034), VI 33/28(0.848) RM 15/41 (2.733)
Total ratios:	I =12.247, II =8.043, III =5.977, IV =4.730, V =3.854, VI =3.160; RM =10.188



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