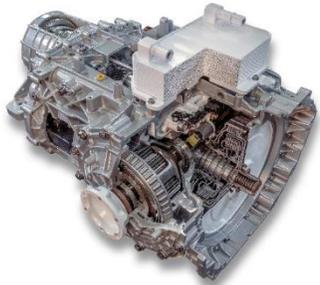


For Immediate Release**TREMEC Introduces 8-Speed Dual-Clutch Transmission for Transaxle Applications**

- ***Lightning fast shift times***
- ***Efficient ratios, packaging and mass***
- ***Integrated limited-slip differential***
- ***Launching on the 2020 Chevrolet Corvette Stingray***



TREMEC TR-9080 DCT
8-speed dual clutch transmission
[Click here for link to high-resolution image](#)



TREMEC Transmission Control Unit (TCU)
[Click here for link to high-resolution image](#)

Wixom, Mich., Sept. 24, 2019 –

TREMEC continues to push the performance envelope with versions of the new TR-9080 DCT family of transaxle transmissions designed and launching as the sole transmission on the 2020 Chevrolet Corvette Stingray.

For enthusiasts who demand power transfer of the highest levels, the next-generation 8-speed DCT thinks, learns and performs – whether it be normal driving, sporty driving, or racing. Software and controls designed by TREMEC provide the desired feel during launch and shifting, making torque control direct, fast and repeatable.

Featuring dual clutches that engage and release in perfect computer-controlled synchronization, the TR-9080 DCT can transition from gear to gear in less than 100 milliseconds without interrupting torque. “The lightning fast shift time is made possible by the integrated design approach with advanced TREMEC-developed software algorithms, our transmission controller, proprietary clutch friction material, and world famous hydraulic controls” said Antonio Herrera, TREMEC Managing Director.

The transaxle design features a nested concentric clutch and integrated differential. “Options for the first two DCT variants include a mechanical limited slip differential or electronically-actuated limited slip differential. Both differentials feature active, forced lubrication ensuring long life and efficiency,” said Matt Memmer, TREMEC Engineering Director. The mechanical limited slip differential (mLSD) is a clutch type with predetermined bias profiles. The electronically actuated limited slip differential (eLSD) is an epicyclic, planetary differential with a normally open wet clutch to constantly vary torque bias based on the driving conditions, vehicle mode or the maneuver being executed. “Both differentials were designed to be lubricated and cooled by the same fluid as the rest of the transmission. This allows for a common sump, cooler and filtration and a smaller, lighter overall package,” Memmer continued.

To withstand the g-forces that high performance drivers encounter, the oil management system actively

manages flow rates to the clutches without constant drag on the system. The responsive electro-hydraulic actuation system consists of a high-efficiency and light-weight pump, low-leakage solenoid valves and low-resistance oil galleries.

The new TR-9080 DCT family combines TREMEC's experience in manufacturing robust high performance transmissions with leading-edge mechatronics and software. "This new transmission represents a massive investment in resources to create the best DCT in the world," commented Global Business Development Director Dave Hadley. The design covers the performance envelope from high performance sports cars to super-cars and is suitable for rear-wheel drive applications. The first mLSD and eLSD versions will handle input speeds up to 7,500 RPM and torque capacity of 800 Nm (590 lb-ft), with higher performance and efficiency versions in development.

In addition to investments in technology, TREMEC is also expanding capacity. Its newest design, development and manufacturing center opened in August 2017 with 30 employees. Operations ramped up quickly, and today the center employs more than 225 staff.

"Our growth has been nothing short of remarkable. We are proud to provide employment to more than 200 workers and be a source of support for their families," said Ed Omahen, Wixom Plant Manager. "This new technical center and manufacturing hub is part of our company's coordinated strategy of global expansion, through which we aim to position TREMEC as a leader in torque transfer solutions for the most demanding of automotive applications."

The investment for the dual-clutch transmission was announced by Grupo KUO in 2016 as part of its expansion strategy for the coming years. In addition to investments in technological development, TREMEC is also increasing its production capacity.

"We are extremely proud of this achievement, the result of the joint work of a multidisciplinary team and the integration of our production plants in Mexico, the United States and Belgium," commented Alejandro De la Barrera Gómez, General Director of KUO. "The DCT not only meets the world class specifications required by our client, but is also a step forward in the technological development of the industry."

608 words

ABOUT KUO

Grupo KUO, S.A.B. de C.V. is a leading industrial conglomerate in Mexico, with annual revenues of approximately \$42.5 billion during 2018, exports to about 70 countries on all continents and has approximately 23,000 employees. Its current business portfolio includes three sectors: Consumer, Chemical and Automotive. TREMEC is a wholly owned subsidiary of KUO.

About TREMEC:

Torque transfer solutions from TREMEC are found in products ranging from supercars and high-performance sports cars to severe duty, vocational and commercial vehicles worldwide. The portfolio of products includes manual transmissions, dual clutch transmissions, EV & HEV drivetrain solutions, gears, shafts, clutches, friction materials, shift systems, synchronizers, mechatronic systems, transmission control units, and control software.

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