The inside track on the new GM and Ford co-developed 10-speed automatic transmission, which is set to debut in a raft of 2017 vehicles.

A SPREAD TOO FAR?
With new-gen mass-production gearboxes reaching new levels for ratios used, what is the limit for passenger car applications?

PARTNER FOR LIFE
In a rare media interview, Porsche AG's transmission chief, Gerd Bofinger, shares his views on the latest gearbox trends

TWO-STEP SHUFFLE
How OEMs are continuing their search for increased efficiency through e-transmission variants

www.enginetechnologyinternational.com
Although major technology advances in belt CVTs have taken place over the past decade, the inherent limitations associated with a metal belt design remain. Traditional belt CVT designs are difficult to control, sensitive to slip-induced damage, limited in torque capacity, and generally incompatible with RWD configurations.

With the Dana VariGlide beltless variator, the promise of a versatile CVT can be realized. This new system features a high-efficiency, modular, coaxial design compatible with RWD, 4WD and AWD configurations. The high-pressure pump and complex control system associated with traditional belt CVTs are eliminated and replaced with a durable, passive, mechanical system that instantaneously reacts to torque demand.

With the potential for fuel savings as high as 10% greater than competitive belt technologies and robustness against slip-induced damage, Dana’s VariGlide beltless variator represents the logical CVT solution for OEMs looking to meet 2025 fuel economy targets.

To date, the VariGlide variator has in excess of 75,000 hours of accumulated durability testing.