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AUTO COMPONENTS

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GKN Driveline, which supplies automotive driveline components and systems to global automakers, has become the first Tier 1 supplier to deliver a complete all-wheel drive (AWD) system for a vehicle manufacturer.

 jeep-renegade-gkn-awd-system

Global programme director, GKN Driveline, Hannes Prenz, added: "This is a milestone programme for GKN in our evolution as a driveline system integrator. This is the first time a supplier has been responsible for the design, development and production of a complete all-wheel drive system. With all manufacturing, engineering and software development in-house, GKN Driveline is the only Tier 1 that could take such a tightly integrated all-wheel drive system from concept to production - and in just 24 months."

The FCA platform sources the complete driveline, from transmission to wheel, from GKN, including AWD, AWD Disconnect and front-wheel drive variants. Every part of the system, from the propshafts to the rear differential module to the sideshafts, is designed by GKN and manufactured by the company's global production facilities.

To meet the tight packaging targets of a compact SUV and small city car, GKN Integrated a number of key features of the driveline system, saving space and optimizing cost and efficiency. Instead of a standard power transfer unit (PTU), GKN developed a monobloc housing that fully integrates the propshaft's constant velocity joint.

"This is a new technical solution and a remarkable piece of engineering, which involved close inter-functional development," said Prenn. "The result is a high-performance system that offers optimum efficiency, weight and packaging. The arrangement also yields superior NVH characteristics, helping to create a more refined driving experience."

The same hardware is able to fulfill requirements for different brands and classes of vehicle, from city cars to off-landers. GKN's software tuning experts ensure the system is able to meet different brands' specific requirements. A city car version may require low drag torques and torque biasing, while a model intended for off-road use requires high traction and torques.



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