Stable, Smooth and Highly Efficient Transmission of Power Expanding the possibilities of AWD

Weather conditions, vehicle use, driver's intentions... Calculating every element to ensure that all four tires are firmly hugging the road under ever-changing conditions. Expanding the ability of more and more vehicles to give the driver that true feeling of confidence and driving pleasure. Our goal is to deliver that experience to everyone.

With this in mind, JTEKT has reduced size and weight while simultaneously improving reliability in the production of ITCC*, electronically controlled coupling for AWD vehicles.

Continuing the Evolution of JTEKT ITCC

Excellent response and powerful torque drawing the maximum potential of all four wheels

AWD market trends
ITCC History
From differential sensitive on-demand coupling (RECC) to the recently developed active on-demand AWD system (ITCC), automotive manufacturers around the world are using JTEKT AWD systems

ITCC Evolution
Continuously working since beginning of mass-production, the third-generation system (Gen 3) introduces epoch-making improvements in performance and durability.

The continuous evolution of active on-demand AWD is based on a quest with a single theme: consideration of every aspect to deliver optimum torque to each of the four wheels, front and back, left and right.

At the core of this torque management is JTEKT’s electronically controlled AWD coupling, ITCC.*

Capable of responding instantaneously, safely and controllably, ITCC offers continuous control of the driving force delivered to the front and rear wheels, from 100/0 (frontrear) to 0/100 (rearfront).

As a result of the unparalleled results achieved for both high fuel efficiency and traction performance, ITCC is now installed in many AWD vehicles, and holds No. 1 market share in the world.* Its superior installation ease, drive force transfer efficiency and wide-ranging load capacity are key factors supporting the development of AWD systems.

*JTEKT Intelligent Torque Controlled Coupling, ITCC is a registered trademark of JTEKT Corporation.
**ITCC Installation Layout**

In vehicles with a FWD configuration, the ITCC is installed in front of the rear differential, the active on-demand active torque split AWD system providing optimum torque distribution to the front and rear wheels. This contributes to ensuring both high fuel efficiency and superior driving performance.

**ITCC Operating Principle**

Based on signals from each sensor in the vehicle, such as wheel speed sensors, etc., the ECU analyzes driver operation and road surface conditions, and then ITCC transfers the appropriate torque to the output shaft according to the electrical current from the ECU.

Example of on-demand AWD installed in FWD configuration

In this mounting example, the ITCC is located in front of the rear differential and the vehicle normally runs with front-wheel drive. The ECU receives signals from each sensor, analyzes driving and road surface conditions, and controls the electrical current sent to the ITCC, which then transfers the optimal torque to the rear wheels based on various conditions.

**ITCC structure**

- Electromagnetic clutch adopted, realizing reductions in size and weight.
- Components broadly divided into five sections: Input case, main clutch, electromagnetic clutch, cam mechanism and output shaft.

**Electrical current to torque (T-I) characteristics**

Output torque generated is approximately proportional to the electrical current, and under certain conditions, it is transformed from the input case to the output shaft.

**When in 2WD (normal driving)**

**When in AWD (front wheels slip)**
**ITCC Features**

- Optimum driving force distributed based on road surface and driving conditions
- Compact, lightweight system

Superior traction and maneuverability
Lighter driveline and improved fuel efficiency
Excellent compatibility with ABS and stability control systems

**Lightweight/Compact size contributes to higher fuel efficiency**

Introduction of an electromagnetic clutch enabled reductions in weight, size and electricity consumption, contributing to improved fuel efficiency.

- Newly developed control clutch introduced

Newly developed control clutch, further improved torque precision and lighter driveline contribute to higher fuel efficiency.

**Superior durability and quietness have been realized, contributing to a confident, comfortable drive.**

Remarkable anti-shudder performance contributes further to quietness.

- Control clutch coated with diamond-like carbon (DLC) introduced

ITCC can be used in large-sized vehicles where the clutch is subjected to large load, and the amorphous carbon film contributes to both reducing size and increasing service life.

- Special high-performance ITCC fluid introduced

Aiming to improve durability, a special fluid has been introduced that makes it possible to reduce the number of clutch plates to lighten the weight. Additionally, compared to conventional automatic transmission fluid (ATF), ITCC coupling performance has been improved, thereby contributing to quiescence of eco-cars.

Based on extensive experience, ITCC control contributes to reducing abnormal noises (e.g., oilline torsional vibration, driveline chattering, etc.) generated by the vehicle.

**Driving Performance with ITCC**

**Traction performance**

Vehicles equipped with ITCC exhibit a standing-start acceleration performance equivalent to that of rigid AWD.

**Handling performance/Stability**

Vehicles equipped with ITCC exhibit brilliant handling stability even on a slippery surface.
**ITCC Control System Features**

- ITCC system layout
- AWD Mode Select Switch
- Throttle Position Sensor
- Wheel Speed Sensor
- Wheel Speed Sensor
- ECU for Controlling ITCC
- Intelligent Torque Controlled Coupling
- Rear differential

Easily coordinate control with other control systems
The ITCC electromagnetic clutch is highly responsive, making it easy to coordinate control with various vehicle control systems (ABS and stability control systems), etc.

ITCC based control high

High accurate control

- Driving mode control
- Driving mode judgment

Road surface condition judgment

- Wheel speed sensor
- Throttle position sensor
- ABS sensor

Dynamically

- Vehicle weight
- Noise reduction

and basic control

Torque Vectoring Unit Adaptation

In addition to the function that distributes optimum torque to the rear wheels depending on vehicle operation and driving conditions, the system can also freely distribute torque to the left and right rear wheels. When cornering, larger torque can be distributed to the more rear wheel to produce a turn moment that suppresses understeer, thereby enabling the vehicle to hold the desired cornering line. Quick response to steering operation realizes sporty handling performance.

**Extended Use Example Based on ITCC**

- Engine
- Propeller shaft
- Control system
- Torque vectoring unit

- Transmission
- Front differential

- Torque vectoring unit installation example

**Ensuring the delivery of safer, more secure electronically controlled AWD couplings to customers around the world**

JTSEK has been conducting activities to ensure compliance with functional safety standards in accordance with ISO26262 Road Vehicles – Functional Safety since 2005.

- Products
- Management
- Research
- System
- Process

Activities started (2005)

Global organization (2006)

Activities streamlined using management tool (2013)

- Japan
- Europe
- America

NORTH AMERICA
- Regional headquarters
- Steering manufacturing
- Braking system manufacturing
- Suspension manufacturing
- Transmission manufacturing
- Parts
- Sales

EAST ASIA
- Regional headquarters
- Suspension manufacturing
- Braking system manufacturing
- Transmission manufacturing
- Parts
- Sales

OCEANIA

- Regional headquarters
- Steering manufacturing
- Braking system manufacturing
- Transmission manufacturing
- Parts
- Sales

SOUTH AMERICA
- Regional headquarters
- Steering manufacturing
- Braking system manufacturing
- Transmission manufacturing
- Parts
- Sales

- BOSS
- Steering system
- Wheels
- Suspensions
- Braking system
- Transmission
- Electronic control
- Power steering
- Fuel injection
- Air intake
- Air conditioning
- Fuel
- Engine
- Chassis
- Body
- Electrical system
- Miscellaneous
- Engine
- Transmission
- Body
- Electrical system
- Miscellaneous
- Engine
- Transmission
- Body
- Electrical system
- Miscellaneous
Advanced R&D producing next-generation electronically controlled AWD couplings

JTEKT R&D centers exchange information around the world, enabling the company to accurately understand market demand and provide the newest/cheapest systems to meet the diversified needs of customers.

Iga Proving Ground Enables Testing / Evaluations Simulating Roads Worldwide

Full utilizing our knowledge as a worldwide systems supplier, JTEKT conducts driving evaluations and analyses of products installed in vehicles. We exhaustively pursue the highest standards in product safety and operation on a test course capable of simulating various road and weather conditions around the world. As a total systems supplier, our highest value is to provide our customers with products that deliver outstanding performance and the best quality that help to make automobiles that are more than just fun to drive.

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