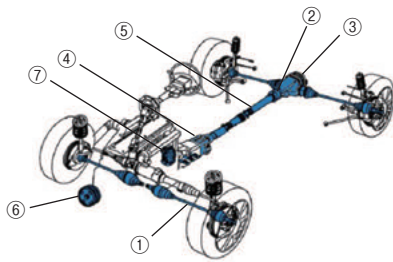


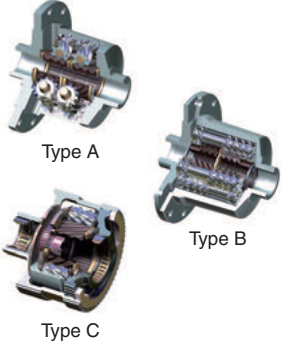



Products by Driveline System Operations Headquarters



- ① Drive shaft
- ② 4WD coupling
- ③ Torsen type A, B
- ④ Torsen type C
- ⑤ Propeller shaft
- ⑥ Damper pulley
- ⑦ CVT oil pump

	Product name	Functions	Features	Vehicle types/Annual number of vehicle production
①	<p>DOJ-BJ type drive shaft</p> <p>VL-VL type drive shaft</p> <p>AAR-UFJ type drive shaft</p>	Components to transmit driving torque and rotation to the wheels, used for drive shafts of front wheels of FF and 4WD vehicles and rear wheels of FR and 4WD vehicle's independent suspensions.	<p>Fixed type CVJ: BJ, UFJ Mainly used on the wheel side, smooth torque transmission at constant velocity even at large articulation angles.</p> <p>Plunging type CVJ: GI, DOJ, VL, AAR Mainly used on the diff. side, with plunging feature, smooth torque transmission at constant velocity.</p>	<p>FF Series: Passenger cars, Subcompact</p> <p>FR Series: Passenger cars</p> <p>4WD Series: Wagon/Mini-van, SUV, Commercial vehicles, Subcompact</p> <p><Annual number of vehicle production> 2 300 000 (2005)</p>
②	<p>RBC</p> <p>E-RBC</p> <p>ITCC</p>	Component to transmit driving force used mainly for driving force transmission in 4WD cars.	<p>RBC: Torque transmission following the speed difference between the input and output sides.</p> <p>E-RBC: Electromagnetic locking function added to RBC allows drivers to select and shift between RBC mode and lock mode.</p> <p>ITCC: Full electronic control device for torque transmitting in accordance with driving conditions and road surface conditions. By controlling the maximum transmitted torque, it allows size and weight reduction of driving system, and hence improves fuel efficiency.</p>	<p>4WD Series: Passenger cars, Wagon/Mini-van, SUV, Subcompact</p> <p><Annual number of vehicle production> 750 000 (2005)</p>

Passenger cars: sedan, sports type, two box etc.

	Product name	Functions	Features	Vehicle types/Annual number of vehicle production
③ ④	<p>Torsen</p>  <p>Type A</p> <p>Type B</p> <p>Type C</p>	<p>Torque-sensing LSD (Limited Slip Differential) having differential function that distributes the engine torque to two axles as well as a function that limits the differential motion in proportion to the input torque.</p>	<p>Excellent torque response realizes superb maneuvering stability.</p> <p>Type A: High bias model with worm gear structure, suited to rear differential and center differential.</p> <p>Type B: Low bias model with helical gear structure made applicable to front differential.</p> <p>Type C: Exclusive model for center differential with planetary gear structure.</p>	<p>FF Series: SUV</p> <p>FR Series: Passenger cars, SUV</p> <p>4WD Series: Passenger cars, Wagon/Mini-van, SUV</p> <p><Annual number of vehicle production> 750 000 (2005)</p>
⑤	 <p>Propeller shafts</p>	<p>Component to transmit driving torque and rotation to the differential for use as driving axle for FR and 4WD vehicles.</p> <p>Because of high-speed rotation, propeller shafts are balanced to restrain vibration.</p>	<p>Solid types: Bj, Gj</p> <p>Used for commercial vehicles and cross-country SUV. Replaceable Hook's joints are adopted.</p> <p>Shell type: Tj</p> <p>Used for 4WD of FF passenger cars.</p> <p>Light weight hook's joint with excellent NV property is adopted together with slide type CVJ.</p>	<p>FR Series SUV</p> <p>4WD Series: Passenger cars, Wagon/Mini-van, SUV, Commercial vehicles</p> <p><Annual number of vehicle production> 400 000 (2005)</p>
⑥	 <p>Damper pulley</p>	<p>Pulley mass and damper rubber reduce torsional and bending vibration of crank shaft.</p>	<p>Simple adhesion type: Low cost and reliability ensured at the same time by development of simplified adhesive technology.</p> <p>Aluminum hub type: Improved NV and higher engine speed are achieved by the development of high strength aluminum.</p>	<p>FF, FR, 4WD Series: Passenger cars, Wagon/Mini-van, SUV, Commercial vehicles. (gasoline engines)</p> <p><Annual number of vehicle production> 3 000 000 (2005)</p>
⑦	 <p>CVT oil pump</p>	<p>Functions as supply source of hydraulic fluid to each part of the transmission unit.</p> <p>Functions include pressure control of CVT belt, supply of lubricant. Also functions as a bearing for torque converter and input shaft.</p>	<p>High mechanical efficiency is achieved by adoption of non-crescent type gear.</p> <p>It provides higher transmission efficiency which contributes to improved fuel efficiency.</p>	<p>FF Series: Passenger cars, Wagon/Mini-van, SUV</p> <p>4WD Series: Wagon/Mini-van, SUV</p> <p><Annual number of vehicle production> 250 000 (2005)</p>

(Engineering Department, Driveline System Operations Headquarters)