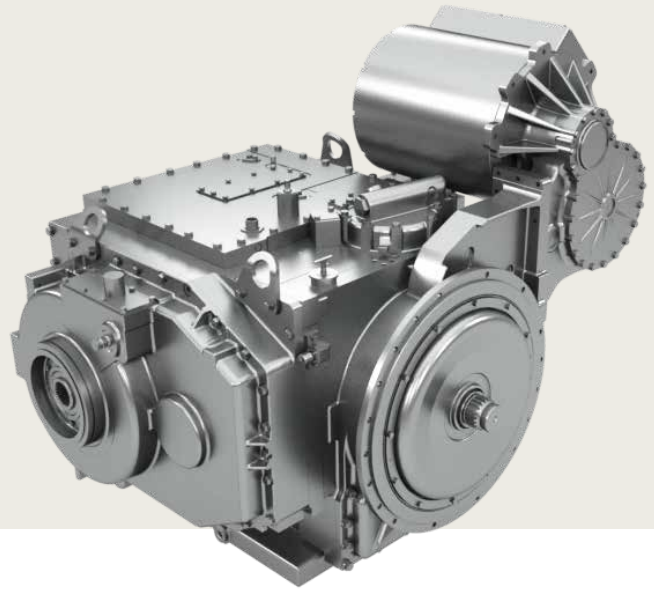


MILITARY VEHICLES TRANSMISSIONS

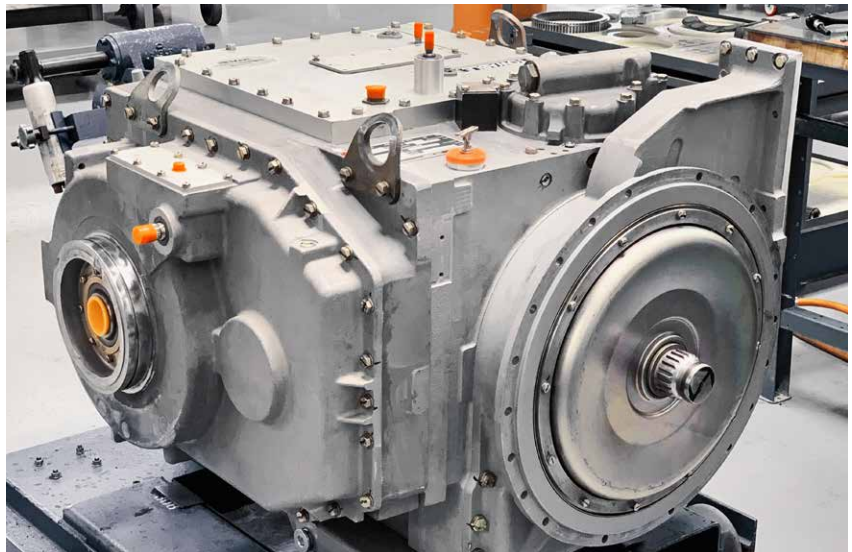
HMPT EVO Hybrid Solution

- / For combat vehicles
746 KW (1000 HP)
- / Weight class
up to 50 US TONS



HMPT EVO Upgrades

- Upgrade to 1000 HP capability
- Option for Drive By Wire
- Supports vehicles up to 50 US TONS
- Integrated Electric Motor Generator
- The HMPT EVO is a drop-in solution on incumbent vehicle platforms - Fitting into the same envelope as previous iterations of the HMPT.
- The advanced, low-profile, high power density design emphasizes packaging, anticipating the tight constraints of future vehicle power trains.
- The compact, lightweight design has dramatically higher power/weight ratio than competitors.



HMPT EVO Hybrid Solution

Features

- Meets U.S. Army requirements
- TDP 100% U.S. government owned
- Strong Depot partnership in place
- In Full-Rate Production
- Made in the U.S.A.
- CVT for superior handling and fuel economy
- Smallest 1000 HP transmission in the world
- Highest reliability in the ABCT
- Common across Armored Brigade Combat Teams (ABCTs) – Bradley, PIM, AMPV, MLRS
- Upgrade available for 1,000 HP and 50 TON

Technical Info

Input Rating	Up to 50-TON vehicle applications
Power	1,000 net HP (746 kW)
Speed	2,300 – 4,250 rpm (modification option for other speeds)
Output Rating	
Maximum Torque	16,300 lb.-ft. (22,100 Nm)
Maximum Forward Ratio	1.26 – 1.50:1
Maximum Reverse Ratio	1.26 – 1.50:1
Steering Torque Speed Side	10,500 lb.-ft. (14,236 Nm)
Weight	
Dry	2,275 lb. (1,032 kg)
Oil	100 lb. (45 kg)
Hydraulic Fluid	
MIL-L-2104	SAE Grade 15W40, above 0° F (-18° C)
MIL-L-46167	0° F to -65° F (-18° C to -54° C)
General	
Volume	13.3 ft.3 (.38m³)
Power Density	75 HP/ft.3 (1,979 kW/m³)
Power Takeoff	300 HP, constant running – (Integrated Starter Generator option)
Service and Parking Brakes	Same type as HMPT 800, upgraded for 50 TON
Steering	Smooth automotive-like steering without rating changes. Mechanically activated with true pivot (electrically activated option)
Input Disconnect	Hydraulically actuated clutch to disconnect power train for reduced cold weather cranking torque and improved fuel economy at idle
Control – Transmission Electronic Controller (TEC)	Same control scheme as HMPT 800. Upgraded for full drive by wire capability and advanced diagnostics
Attitude	70% fore and aft slope, 45% side slope

Trusted Partner.

RENK America

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