



# Dual Clutch Transmission



Product Data Sheet



The 6DCT300 Dual Clutch Transmission (DCT) uses two separate wet clutches for odd and even gears in synchromesh. The gears are controlled hydraulically by an Electronic Control Unit which senses gear positioning and shifting.

The 6-speed DCT is designed for handling engine torque capacities between 240 Nm and 300 Nm and is most suitable on sedans and crossover vehicles.

## Head Office & Bhosari Unit

Divgi TorqTransfer Systems Pvt. Ltd.  
75 General Block, MIDC, Bhosari, Pune 411 026  
TEL: +91 – 20 – 7230 2170 /2171  
FAX: +91 – 20 – 27129691

## Sirsi Unit

Divgi TorqTransfer Systems Pvt. Ltd.  
Banavasi Road, Sirsi 581 401  
TEL: +91 – 08384 – 229285, 225708  
FAX: +91 – 08384 – 229284

## Shivare Unit

Divgi TorqTransfer Systems Pvt. Ltd.  
Gat No. 139/B, Village Shivare, Pune – Satara  
Road, Taluka Bhor, Pune – 412 205  
TEL: (02113) 203070, 203079



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## Features / Specifications

### Features:

#### Hydraulic System

Direct controlled Solenoid Valves

Oil Pump:

Internal gear pump driven by engine

Filter System :

Pressure filter, suction filter

#### Electrical / Electronic System

TCU:

32 bit Microcontroller MPC5634@60Mhz

1.5MB Flash: 94kB RAM, Emulated EEPROM

Standalone solution, TCU mounted in passenger compartment

Analog/Digital/Frequency Inputs

CAN Communication

Software:

Fully automated DCT control

Teach-in and calibration functions for automated End-of-Line calibration

Automatic calibration and adaption functions for wear and serial spread compensation

### Specifications:

Drivetrain	Front 2WD, Option: 4WD
Torque Capacity	300 Nm
Gears	6 front, 1 reverse
Total spread, ratio	>6.0, 1st Gear > 16.6
Clutch	Nested Wet Dual Clutch
Clutch and Gear actuation	Electro hydraulic

Dimensions	365 X 586 X 441 mm
Weight (w/o oil/ DMF)	70.6 Kg
Mechanical System	
Center Distance	242.8 mm
Center shaft distance	205 mm
Dual use of pinion for gears 2/R, 4/6, 3/5	



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