



# Double-Offset Transfer Case

Product Data Sheet



Like its mechanical and electrical counterpart, the Double-Offset Transfer Case (DOTC) is typically installed in part-time four-wheel-drive off-road vehicles such as trucks, rock-crawling vehicles and commercial vehicles. The DOTC is designed with a 16-bit/32-bit CAN-enabled Electronic Control Unit (ECU) that enables selection between 2WD and 4WD as well as between high and low gear ranges through an electrical switch. The reduced propeller shaft angle achieved from the double-offset design makes it suitable for it to be offered as a 4x4 option on vehicles with a smaller wheelbase.

The DOTC is available in part-time and all-wheel-drive configurations and is adaptable with several manual and automatic transmissions.

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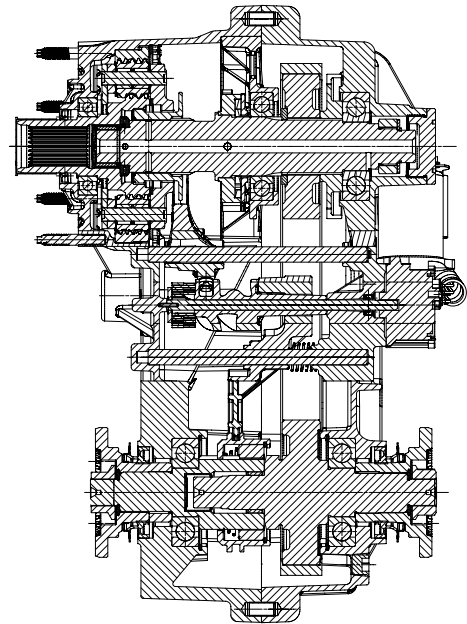
# Double-Offset Transfer Case

## Features / Specifications

### Features:

- » Part-time system allows driver to select two or four-wheel drive operation
- » Lightweight construction reduces total vehicle weight to enhance fuel use efficiency
- » HY-VO® Chain-driven output provides quiet, four-wheel drive operation
- » Positive displacement oil pump and filter assures full lubrication when driving or towing
- » Helical gearing delivers quiet, high & low-range operation
- » Four-wheel drive indicator light switch indicates four-wheel drive mode for driver convenience
- » Electric shift/Single lever shift control simplifies selection of transfer case operating modes

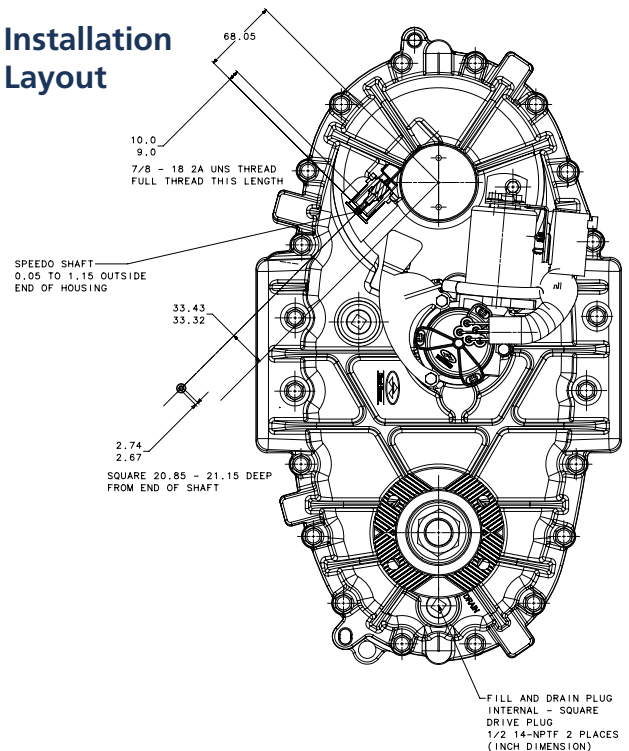
### Cross-Sectional View



### Specifications:

Configuration	Part-Time
High Range	1:1
Low Range	2.64:1
Low Range Configuration	Helical 6 Pinion
Double-Offset	Right/Left/Center
Lube System	Gerotor Pump
Fluid Type	ATF
Housing Material	Aluminium
Dry Weight (Kg)	60
Fluid Capacity (L)	3.0
Typical GVW Rating (Kgs)	4000 - 5000
Shift Control	Selector Switch
Shift Pattern	2H - 4H - 4L

### Installation Layout



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