TREMEC TR-9080 DCT

8-Speed Dual Clutch Transmission for Transaxle Applications

Optimal Performance

Featuring dual clutches that engage and release in perfect computer-controlled synchronization, the TR-9080 DCT can transition from gear to gear in less than 100 milliseconds without interrupting torque, allowing for comfortable and efficient touring and no-compromise performance shifts.

Designed for the new 2020 Chevrolet Corvette Stingray, the 8-speed dual clutch transmission provides extreme performance with either a fixed-bias mechanical limited slip differential (mLSD) or an electro-hydraulically controlled limited slip differential (eLSD) with active selection of the locking ratio.

Paddle shifters allow enthusiast's to choose the preferred gear. The performance shift algorithms are so driver-focused they can sense when you're doing spirited driving and will hold lower gears longer for more throttle response.

TREMEC's latest advancements in wet clutch technology offers active thermal management, 800 Nm (590 lb-ft) of torque capacity, robust TREMEC-proprietary friction plates, and versatility in a wide range of engine applications.

A Shift of a Different Kind

The DCT is controlled with a high-performance, 32-bit transmission control unit. All systems - including hardware to control systems and software - were internally developed for maximum performance without compromise.

The new 2020 Chevrolet Corvette Stingray engine has a torque curve optimized to take advantage of the bespoke DCT's power transfer. The wide ratio transmission provides a low 1st gear ratio for exciting launch acceleration, and a tall 8th gear creates a quiet and comfortable highway cruising experience.

Ratio steps 2-7 are perfectly matched to make use of the engine's strong and broad torque curve for optimal performance on or off the track.

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