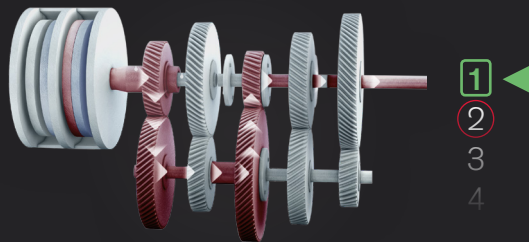
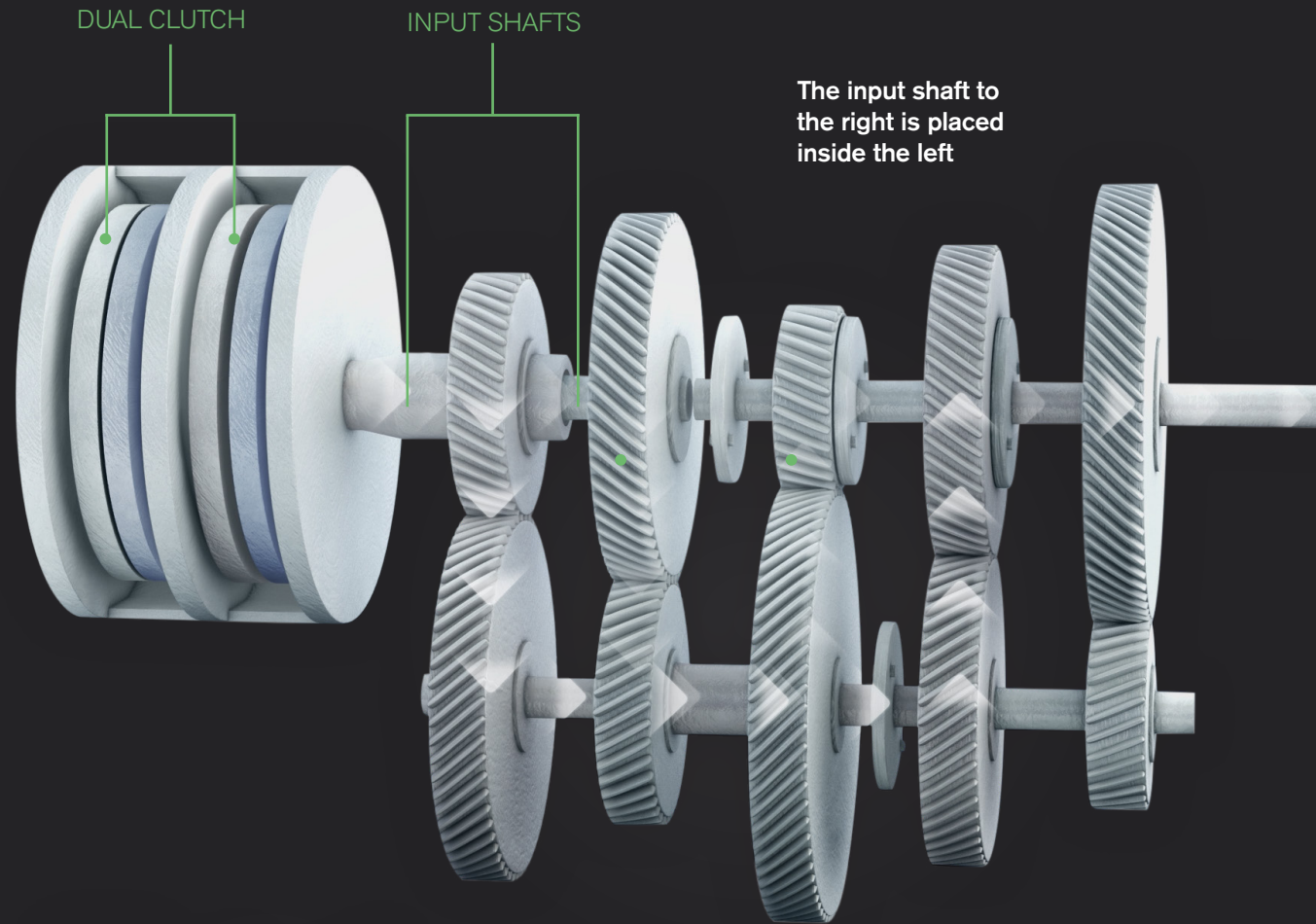
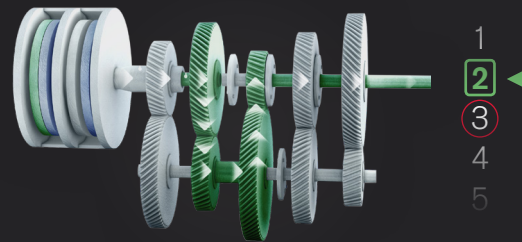


## HOW IT WORKS: I-SHIFT DUAL CLUTCH

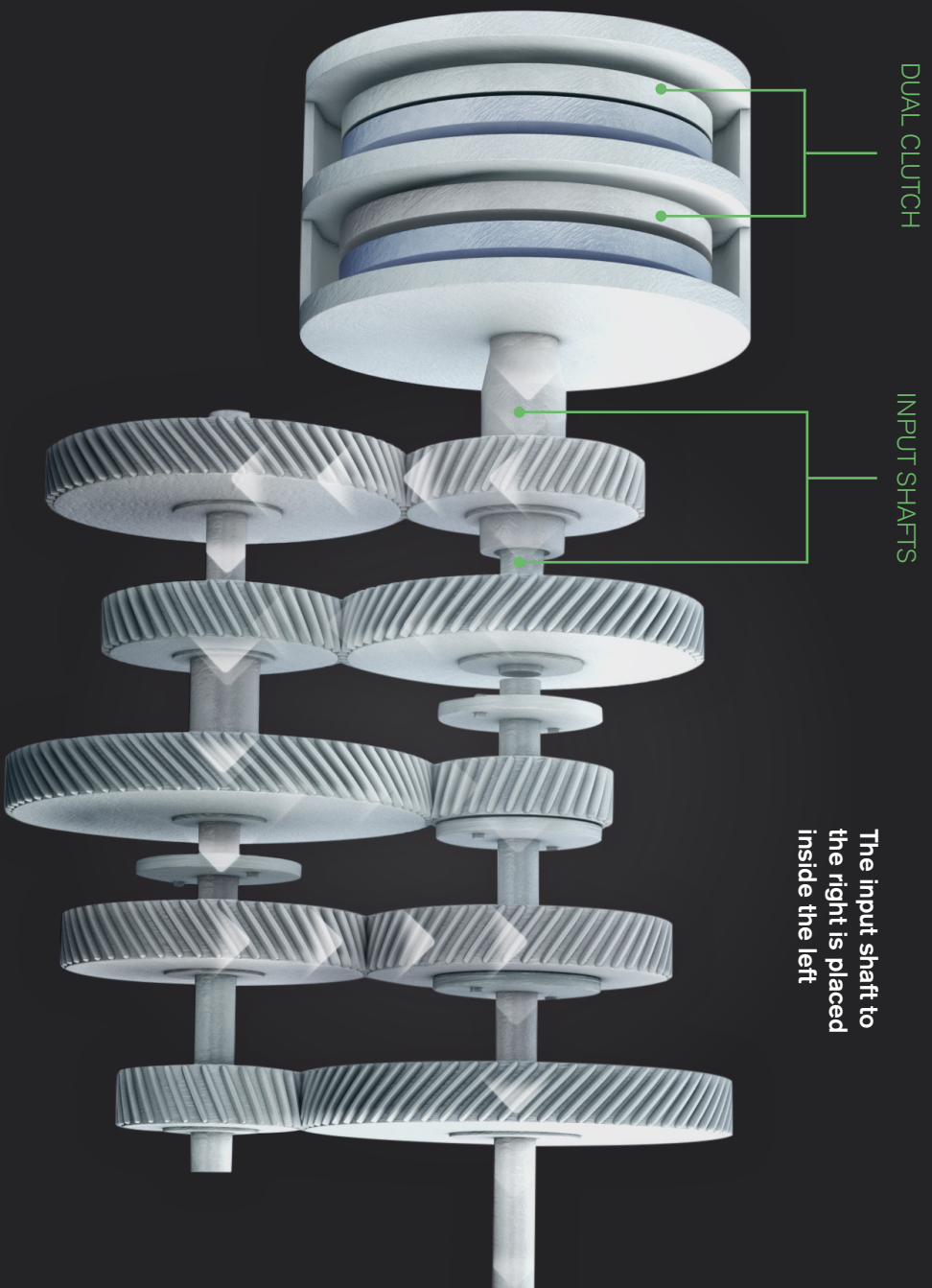
I-Shift Dual Clutch is Volvo Trucks new power-shift gearbox. It has two input shafts, where one is placed inside the other, and two clutches. With these dual input shafts, two gears can be engaged in the gearbox at the same time. Which of those gears that is active is determined by which clutch that is engaged.



When driving, the first gear is engaged by one of the input shafts. At the same time, the other input shaft pre-selects the next gear.



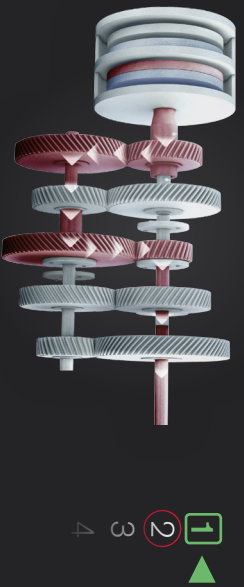
At the actual gear change, the previously engaged clutch is disengaged at the same time as the idling clutch is engaged. All without any loss of torque.



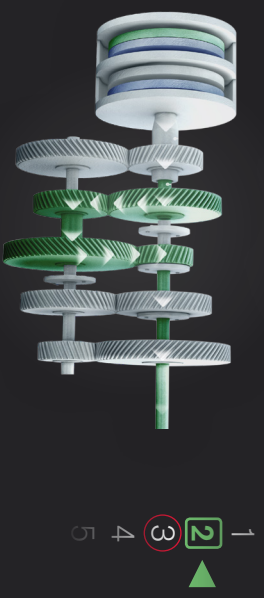
The input shaft to the right is placed inside the left

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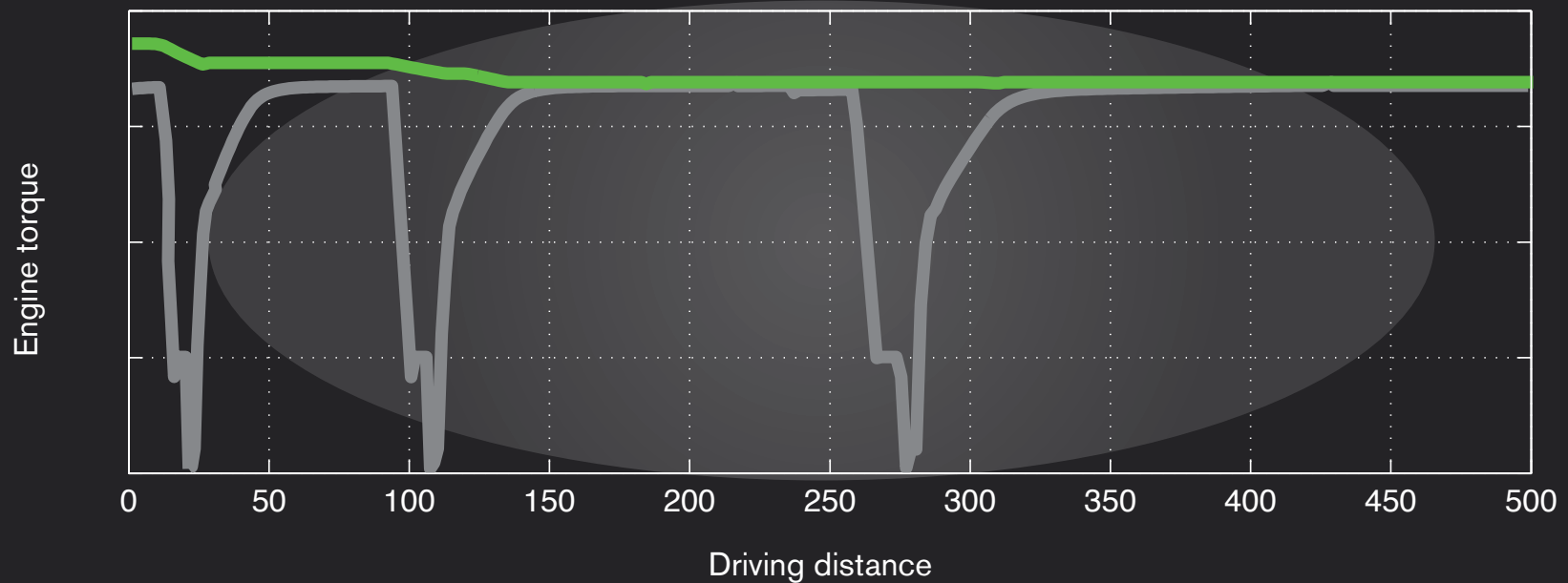
At the actual gear change, the previously engaged clutch is disengaged at the same time as the idling clutch is engaged. All without any loss of torque.

## HOW IT WORKS: I-SHIFT DUAL CLUTCH

I-Shift Dual Clutch changes gear without any interruption in power delivery, so torque is maintained and the truck loses no speed during gear changes.

The green line shows power-shift gear changing with I-Shift Dual Clutch.

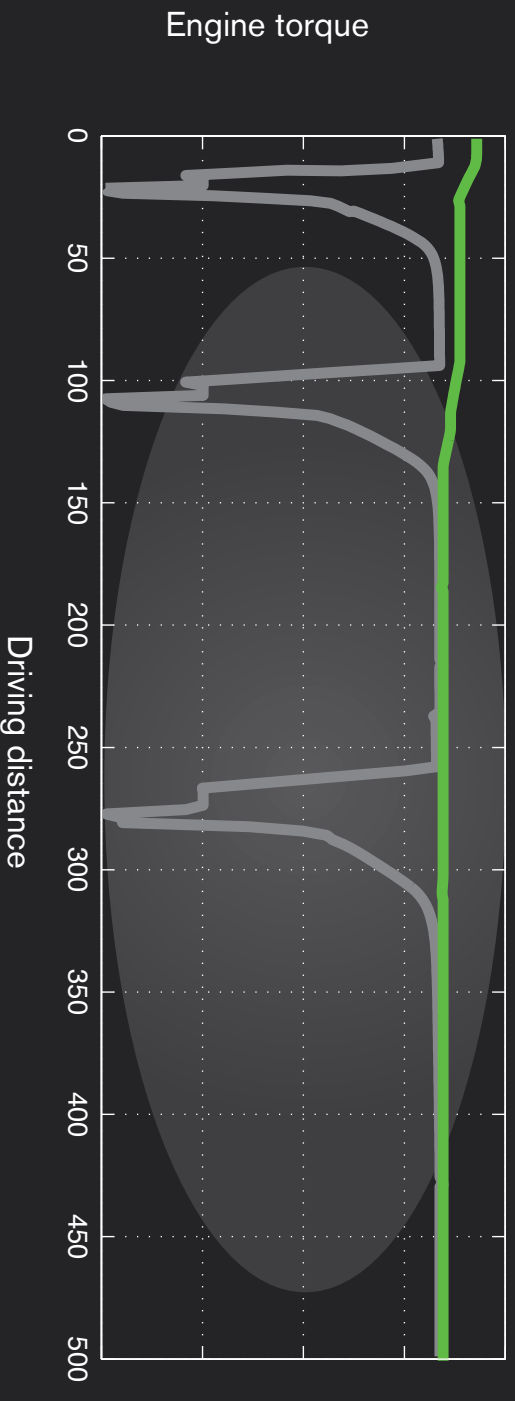
The grey line shows gear changing with a conventional gearbox.



Green line – power-shifting with I-Shift Dual Clutch  
Grey line – gear changing with a conventional gearbox

## HOW IT WORKS: I-SHIFT DUAL CLUTCH

I-Shift Dual Clutch changes gear without any interruption in power delivery, so torque is maintained and the truck loses no speed during gear changes. The green line shows power-shift gear changing with I-Shift Dual Clutch. The grey line shows gear changing with a conventional gearbox.



Green line – power-shifting with I-Shift Dual Clutch

Grey line – gear changing with a conventional gearbox