

OE CV Axle Trends for Today's More Demanding Drivetrains



Today's vehicle drivetrain systems are far more complex and powerful than ever before. Make sure to choose a replacement axle that matches the original OE design attributes to ensure proper performance and durability. Avoid installing an inferior axle based on price alone. It may not perform properly or, worse yet, fail in a few short months. The money saved initially may be more than offset by additional replacement costs as well as a potential lost customer.

There are two critical elements to consider when selecting a replacement CV axle:

1. Make sure the replacement CV axle has been designed with the same attributes found on the original OE design. This is critical in maintaining original OE performance and dependability.
2. Choose an axle that has been designed to reduce noise, vibration, and harshness while driving. NVH is one of the most common complaints on vehicles today and a CV axle that isn't built to match OE attributes can cause problems after replacement that weren't there in the first place.

SUVs and CUVs dominate the market today. Their drivetrains are more complex with significantly more horsepower than just a decade ago. CV axle technology has also evolved to handle today's more complex, powerful drivetrains.

We Don't Take Short Cuts on the OE Design! **TrakMotive Matches Recent OE Design Trends Including:**



Flat Spline Design

Several European applications now use a flat spline design that helps eliminate spline play to handle higher torque loads and reduce NVH. *(noise, vibration & harshness)*



8 Ball Socket Design

Some late model European applications have converted to an 8-ball socket design vs the older style 6-ball socket design to provide improved strength, durability, and steering articulation.



AAR Socket Design

AAR socket design found on several late model applications, provides greater torque capacity and articulation operating angles, while reducing NVH. *(noise, vibration & harshness)*



Hollow Tube Design

Some OE axles incorporate a hollow tube design that helps reduce torque steer under hard acceleration.

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Premium Dust Boots

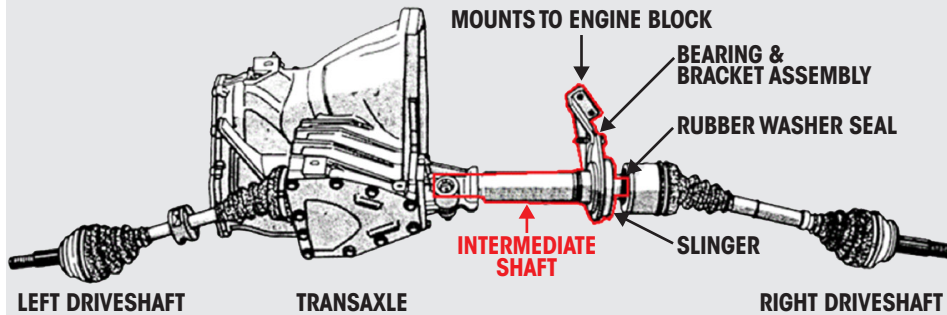


Stainless Steel Clamps

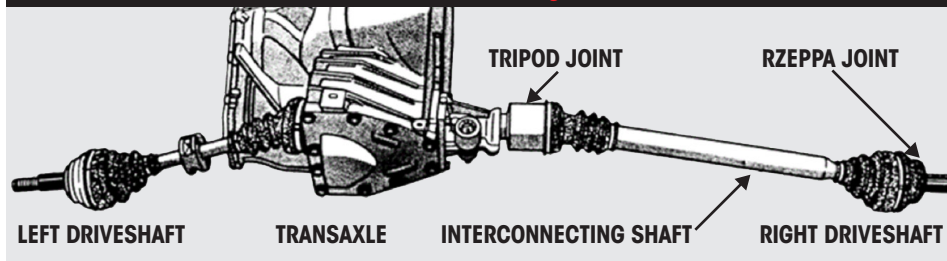
TrakMotive® New Premium C.V. Axles are manufactured and engineered to the highest quality standards in the industry, ensuring they meet or exceed OEM manufacturer's specifications in fit, form, and function. This includes all new OE quality materials such as neoprene or thermoplastic elastomer (TPE) dust boots and stainless-steel clamps to provide better resistance to deformation, stretching, and corrosion. Additionally, all the necessary hardware needed for the job is included to help eliminate the possibility of running back to the parts store a second time.



EQUAL LENGTH SYSTEM TYPICAL *Using Intermediate Shaft*



UNEQUAL LENGTH SYSTEM *Not Using Intermediate Shaft*



TrakMotive New Intermediate Shafts Also Available

What are they... and what do they do?

Intermediate shafts, often referred to as "stub shafts" or "inner shafts" act as the link that couples the CV axle to the transaxle or differential. They allow for the removal and installation of CV axle assemblies without the need to disturb or replace the transaxle or differential oil seal. The intermediate shaft connects the CV axle to the transmission and ensures that the left and right CV axles are of equal lengths. The equal joint angles between the left and right CV axles reduce torque steer and improves vehicle handling.

Often, only the intermediate shaft may need to be replaced when the entire CV is initially thought to be at fault.

Fix the Cause - Not the Symptom!

For more detailed information, explore the benefits of our entire CV Axle offering Trakmotive.com.