

PRESS RELEASE - 26/02/2025

## NTN Europe reorganises its POWERTRAIN range in response to the electrification of the vehicle fleet

In line with the development of its product ranges, NTN Europe has announced the optimisation of the modules that structure its offer. The POWERTRAIN and DRIVELINE families have been merged in anticipation of the trend towards electrification. This strategic decision will enable the equipment manufacturer to respond more effectively to market demand in the years ahead by pooling its expertise and offering comprehensive solutions tailored to the engines of today and tomorrow.

The optimisation of NTN Europe's POWERTRAIN module is a direct consequence of the changing European vehicle fleet. The first electric vehicles are ageing, creating a separate aftermarket requiring specific skills and parts. The equipment manufacturer has therefore chosen to group together all the power transmission components for the engine and gearbox parts it markets within a single POWERTRAIN module, in order to supply this new market segment. The electrification of vehicles is leading to the disappearance of the gearbox and internal combustion engine in favour of a new assembly called ePowertrain or eAxe. This consists of 3 components: the control unit (with no bearings or mechanical parts), the transmission, also known as the reducer (similar to the gearbox) and the electric motor, the latter being two housing bearings specifically for electric vehicles.



*"It is with a view to integrating these new products, developed as original equipment, into our aftermarket offering in the years to come, that the POWERTRAIN family is already evolving and now includes the eAxe. However, with 98% of the European vehicle fleet still made up of internal combustion vehicles, NTN Europe is not turning away from its product ranges adapted to internal combustion engines, which still form the core of the POWERTRAIN offering," explains Anaïs LE FOULER, Head of the POWERTRAIN range at NTN Europe. "As a leading equipment manufacturer, we are preparing for the future so that we can be a key player in tomorrow's fleet, while continuing to develop our ranges to meet today's ageing needs.*

This newly- formed module now covers all types of engine, whether internal combustion, electric or hybrid. Its range extends from the gearbox to the entire engine drive system, including bearings for gearboxes, timing and accessory kits with or without water pumps, and



chain kits. This are particularly common on hybrid vehicles and are the subject of growing demand in the aftermarket, driven by the ageing of the vehicle fleet. NTN Europe is responding to this trend by regularly expanding its range, which already includes more than 100 references.

The POWERTRAIN module also has a new sub-category dedicated to vehicle thermal management. This includes the range of electric water pumps (main and accessories) launched in 2022, which is being strengthened every year in view of their central role in both hybrid and purely electric engines.

Finally, with the integration of the gearbox into the POWERTRAIN module, NTN Europe has launched new eAxle bearings. These bearings are installed in the electric motor and have technical characteristics that enable them to meet the constraints specific to this type of motorisation: resistance to higher temperatures, higher rotation speed and noise reduction. The bearings must also be electrically insulated to prevent premature damage to the balls. To meet this last requirement, NTN Europe has a patent on the cage of its bearings and gearboxes for electric motors, or for the use of ceramic balls. In the coming years, the equipment manufacturer will capitalise on its expertise as a manufacturer for the main European carmakers to gradually expand this range for the aftermarket.

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