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Understanding Driveline Mount Evolution

Prior to the 1980's, most vehicles were rear wheel drive platforms that required only a simple rubber to metal bonded mount design to help dampen driveline torque.

When transverse mounted engines first came to the market in the early 1980's, technological advancements were made in the mount design to handle increased engine vibration from the change in engine positioning. To address the vibration issues, GM was the first to create a mount with an internal chamber filled with hydraulic fluid to help dampen the increased engine vibration.

In the 1990's, the next generation of hydraulic mounts led by Honda added a vacuum actuator to better manage and control the internal chamber fluid and further reduce engine vibration.

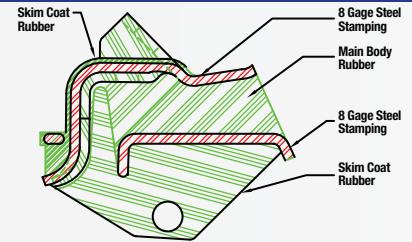
In the 2000's, Toyota began integrating active mount technology by incorporating an electronic sensor that is tied to the vehicle's computer system to proactively dampen the constantly changing vibration levels in the vehicle.

Today, many vehicles are equipped with driveline mounts that incorporate an electronic sensor module, vacuum actuator, or a combination of hydraulic mounts controlled by on-board computer systems to proactively dampen engine vibration.



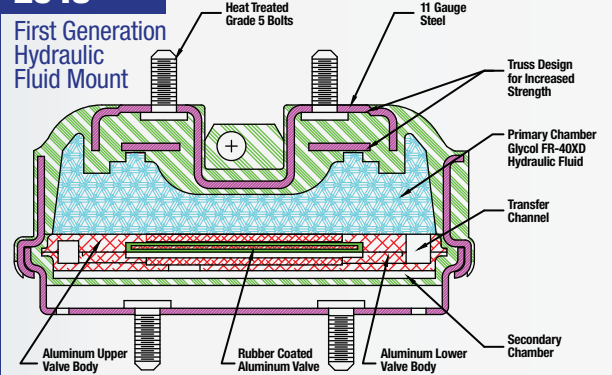
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Rubber-Metal Bonded Mount



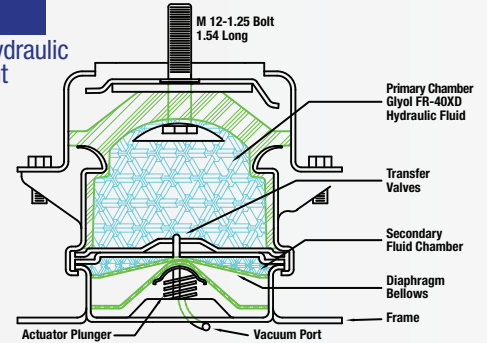
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First Generation Hydraulic Fluid Mount



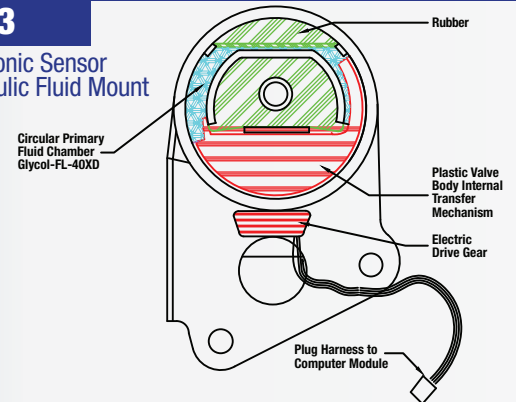
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Vacuum Hydraulic Fluid Mount



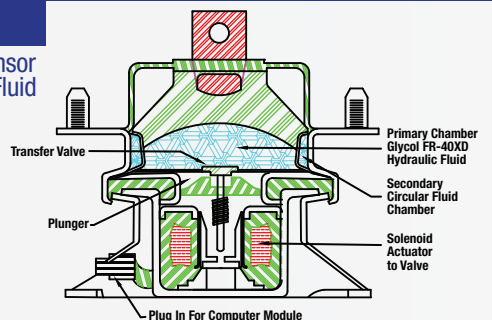
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Electronic Sensor Hydraulic Fluid Mount



9737

Plug-in Sensor Hydraulic Fluid Mount



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