

CHASSIS

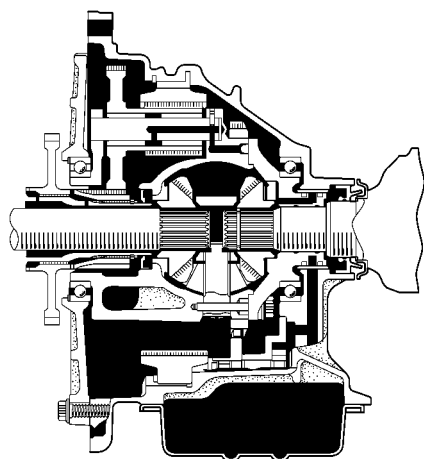
TRANSAXLE

DESCRIPTION

A transaxle in which the input shaft from the motor and the output shaft of the drive shaft are aligned coaxially has been adopted.

This transaxle has adopted a lightweight, compact, and highly efficient reduction mechanism that contains planetary gears. Stepped pinion gears are used for the planetary gears.

The switching of the forward and reverse movements is effected by changing the rotational direction of the motor.



153CH01

Specifications

Reduction Gear Type		Stepped Pinion Planetary Gear (3 Pinion Gears)	
Reduction Gear Ratio		9.455	
The No. of Gear Teeth	Sun Gear	33	
	Stepped Pinion Gear	Front	54
		Rear	18
Ring Gear		93	
The No. of Differential Pinion		3	
Fluid Capacity Liters (US qts, Imp. qts)		1.6 (1.7, 1.4)*	
Fluid Type		ATF D-II or DEXRON®III (DEXRON®II)	

* Reference value

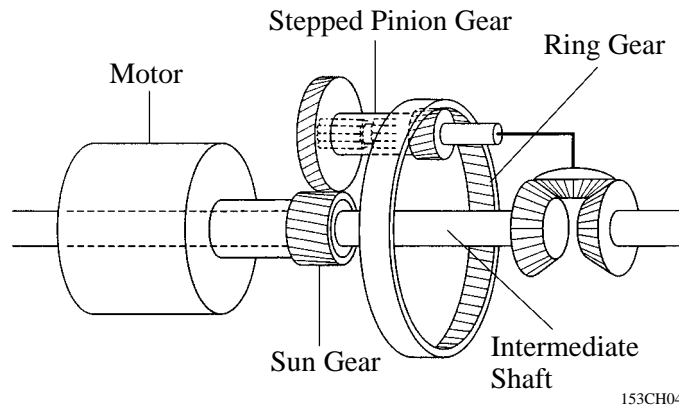
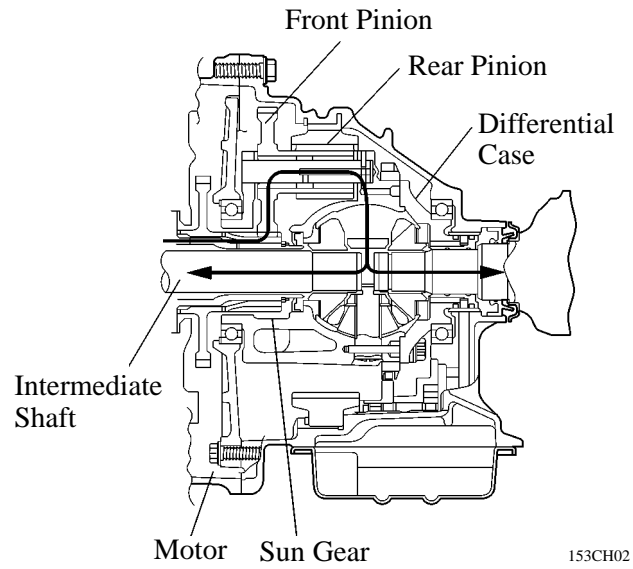
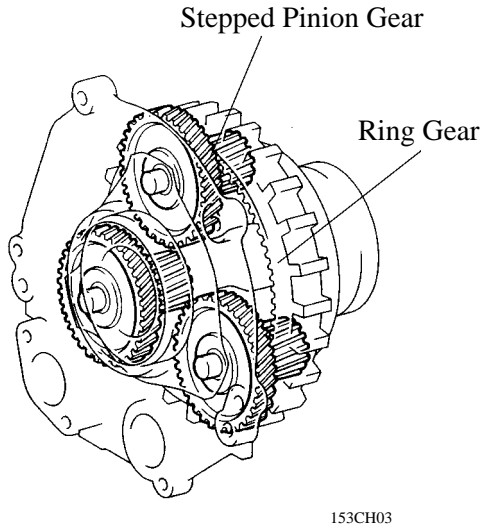
PLANETARY GEAR UNIT

1. General

- A large reduction gear ratio and high efficiency have been realized through the use of the stepped pinion planetary gears.
- The dimension in the axial direction has been considerably reduced by allowing the reduction gear mechanism and the differential mechanism to overlap through the use of stepped pinion gears.

2. Power Flow Transmission

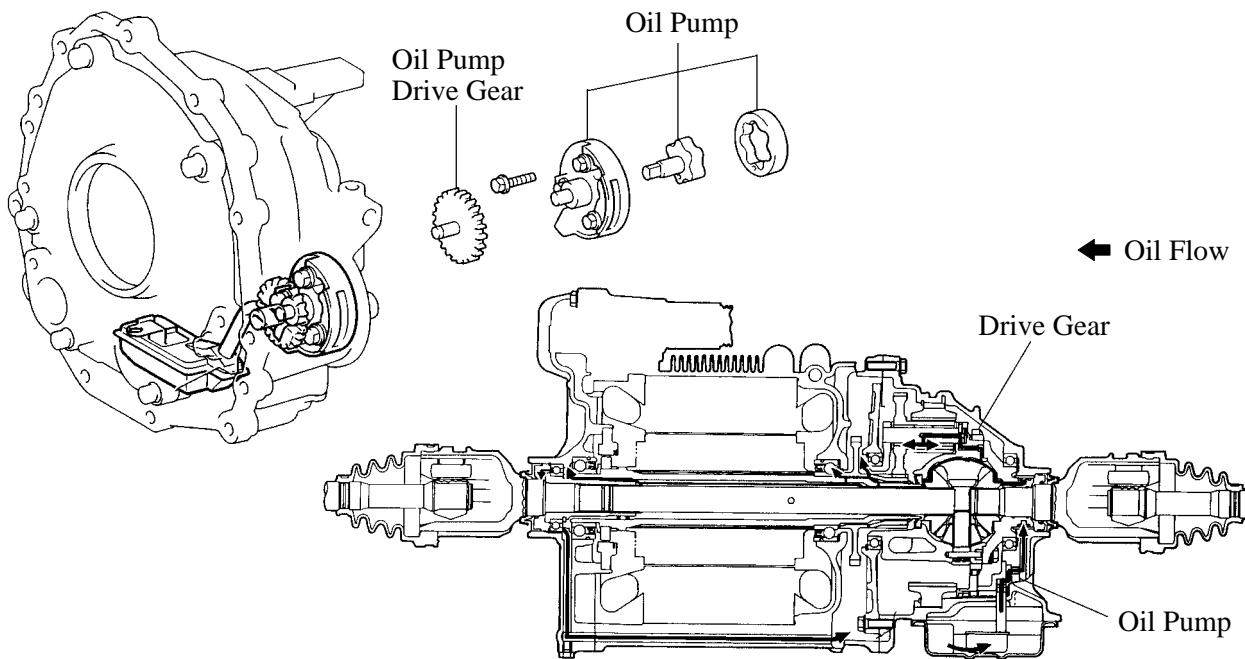
The drive force from the motor is transmitted via the sun gear, the front pinion gear, and the rear pinion gear to the differential case. Furthermore, it is transmitted via the right-hand drive shaft and the intermediate shaft to the left-hand drive shaft.



■ LUBRICATION SYSTEM

A force-feed lubrication system that uses a trochoid type oil pump has been adopted to lubricate the gears, oil seals, and bearings.

The oil pump is located at the bottom of the transaxle case and is driven by the drive gear that is provided in the differential case.



153CH05, 153CH06, 153CH07

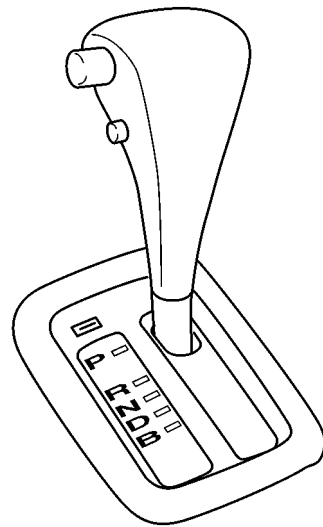
■ SHIFT CONTROL

1. General

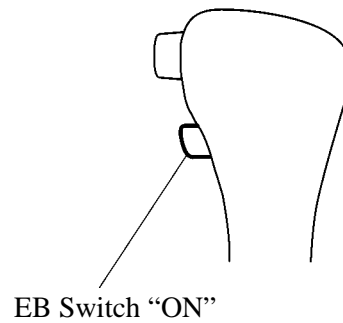
- A shift lever that is similar to that of the automatic transmission model has been adopted.
- A mechanical type parking lock mechanism that is similar to that of the automatic transmission model has been adopted.
- An electrical shift lock system with key interlock device is used.

2. Shift Position

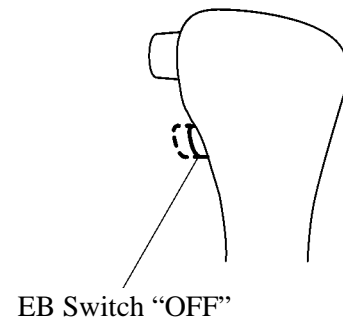
- The shift lever has 5 positions: P, R, N, D and B, and has an EB switch.
- When the EB switch is turned ON with the shift lever in the D position, a regenerative brake that is equivalent to the engine brake is applied.
- When the shift lever is moved to the B position, an even stronger regenerative brake is applied.
- When the shift lever is moved to the R position, the motor's rotational direction reverses.



153CH21



EB Switch "ON"



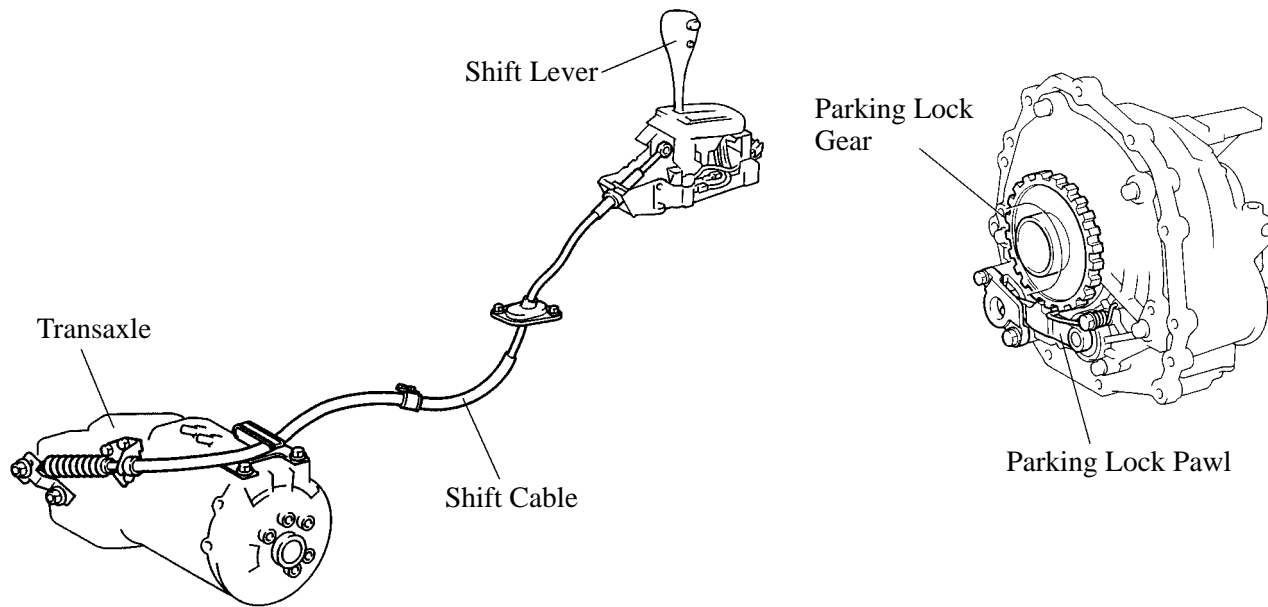
EB Switch "OFF"

153CH22

3. Parking Lock Mechanism

When the shift lever is moved to the P position, the parking lock pawl meshes with the parking lock gear that is attached to the motor shaft, thus locking the gear.

The parking lock mechanism is connected via the shift cable to the shift lever.



153CH23

153CH24