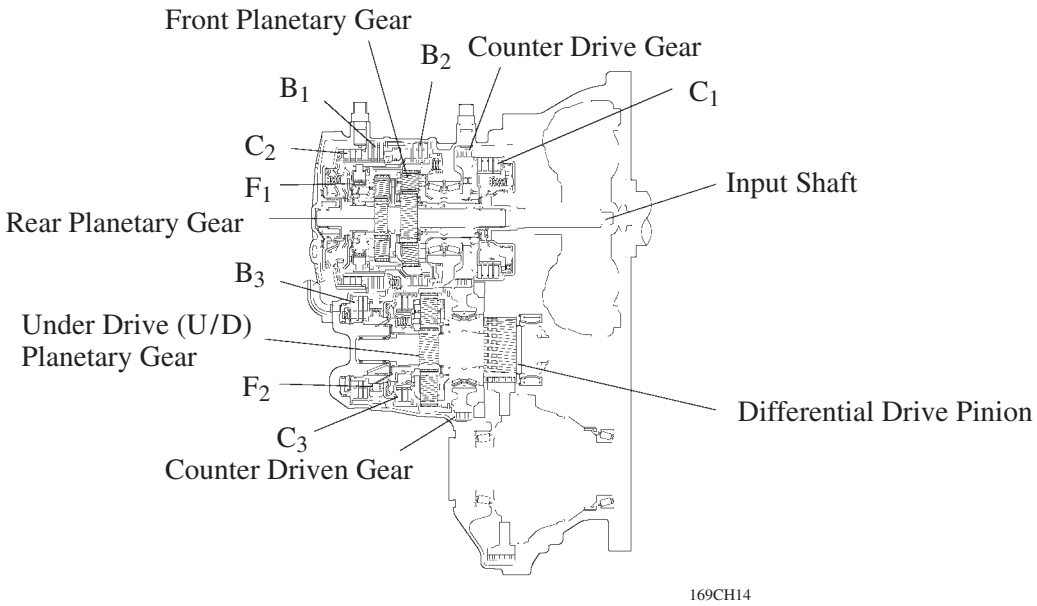
## ■ PLANETARY GEAR UNIT

### 1. General

The U240E automatic transaxle has adopted a new gear layout. In the new gear layout, the counter drive and driven gears are placed in front of the front planetary gear and the under drive (U/D) planetary gear unit is placed above the counter shaft. Furthermore, the force transmission method has been changed by eliminating the brake and the one-way clutch. As a result, a torque capacity that accommodates the high output engine has been attained, while realizing a compact gear unit.




**▶ Specifications ◀**

| | | | |
|---|---|---|---|
| $C_1$ | Forward Clutch | The No. of Discs | 4 |
| $C_2$ | Direct Clutch | | 4 |
| $C_3$ | U/D Direct Clutch | | 3 |
| $B_1$ | 2nd Brake | | 4 |
| $B_2$ | 1st & Reverse Brake | | 5 |
| $B_3$ | U/D Brake | | 3 |
| $F_1$ | No.1 One-Way Clutch | The No. of Sprags | 28 |
| $F_2$ | U/D One-Way Clutch | | 15 |
| Front Planetary Gear | | The No. of Sun Gear Teeth | 43 |
| | | The No. of Pinion Gear Teeth | 17 |
| | | The No. of Ring Gear Teeth | 77 |
| Rear Planetary Gear | | The No. of Sun Gear Teeth | 31 |
| | | The No. of Pinion Gear Teeth | 19 |
| | | The No. of Ring Gear Teeth | 69 |
| U/D Planetary Gear | | The No. of Sun Gear Teeth | 32 |
| | | The No. of Pinion Gear Teeth | 26 |
| | | The No. of Ring Gear Teeth | 83 |
| Counter Gear | | The No. of Drive Gear Teeth | 50 |
| | | The No. of Driven Gear Teeth | 51 |

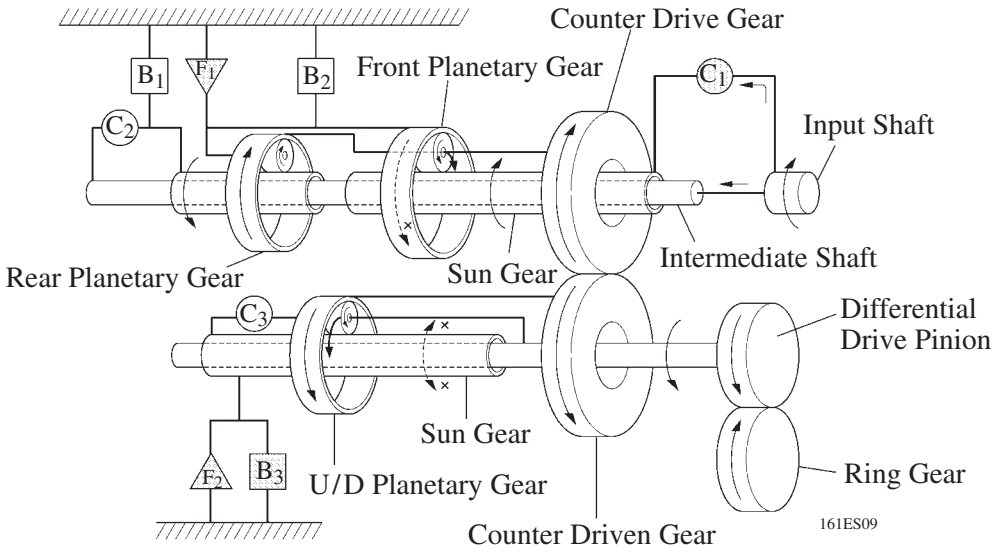
## 2. Motive Power Transaxle

**▶ Operating Conditions ◀**

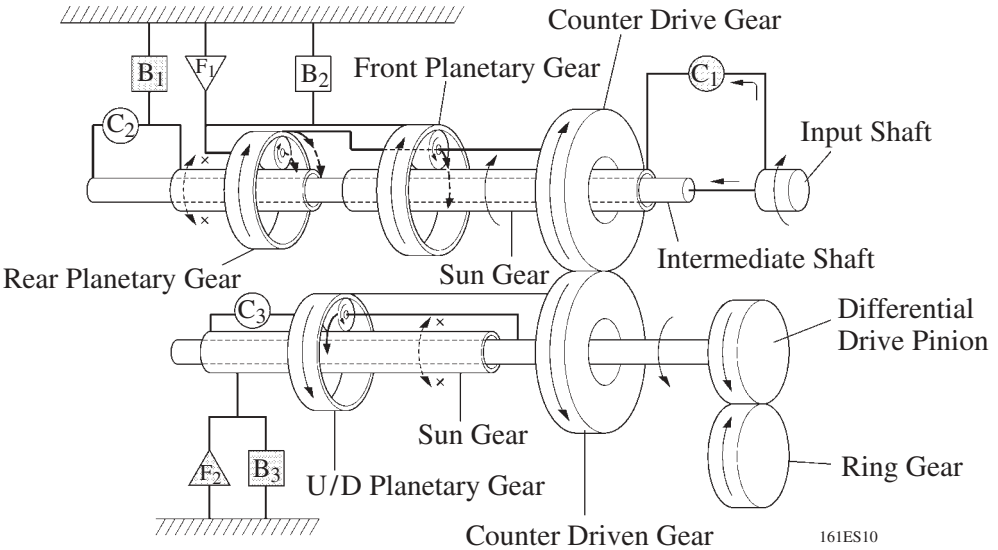
| Shift Lever Position | Gear | Solenoid Valve SL1 | Solenoid Valve SL2 | Solenoid Valve S4 | Solenoid Valve DSL | $C_1$ | $C_2$ | $C_3$ | $B_1$ | $B_2$ | $B_3$ | $F_1$ | $F_2$ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P | Park | ON | ON | OFF | OFF | | | | | | ○ | | |
| R | Reverse | ON | OFF | OFF | OFF | | ○ | | | ○ | ○ | | |
| N | Neutral | ON | ON | OFF | OFF | | | | | | ○ | | |
| D | 1st | ON | ON | OFF | OFF | ○ | | | | | ○ | ○ | ○ |
| | 2nd | OFF | ON | OFF | OFF | ○ | | | ○ | | ○ | | ○ |
| | 3rd | OFF/ON* | OFF | OFF | OFF | ○ | ○ | | | | ○ | | ○ |
| | 4th | OFF/ON* | OFF | ON | OFF | ○ | ○ | ○ | | | | | |
| 2 | 1st | ON | ON | OFF | OFF | ○ | | | | | ○ | ○ | ○ |
| | 2nd | OFF | ON | OFF | OFF | ○ | | | ○ | | ○ | | ○ |
| L | 1st | ON | ON | OFF | ON | ○ | | | | ○ | ○ | ○ | ○ |

*: Lock-up ON

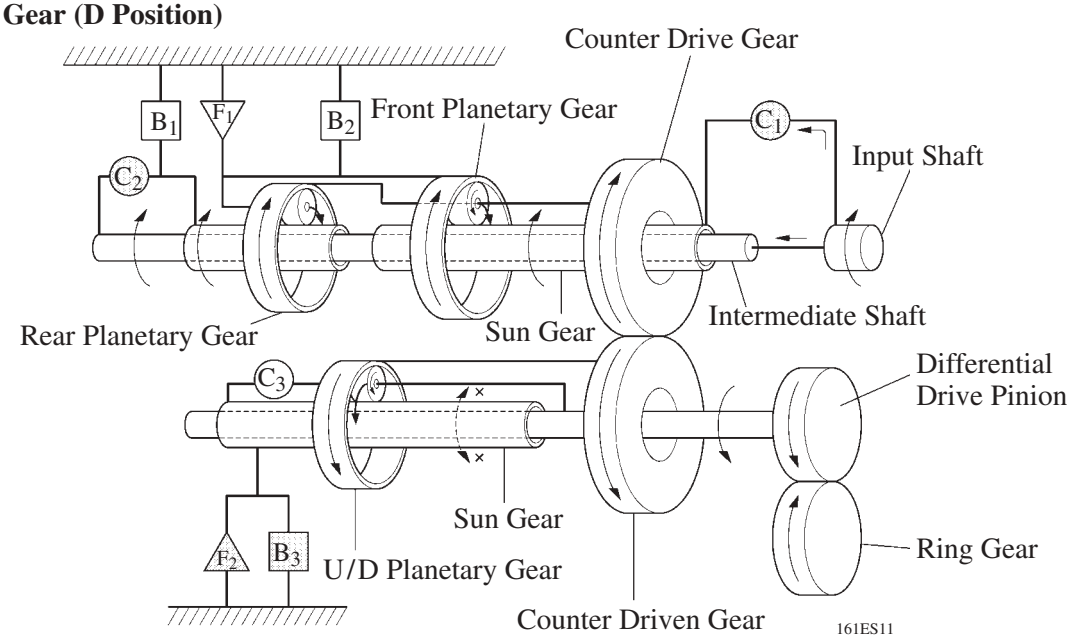
**1) 1st Gear (D or 2 Position)**




**2) 2nd Gear (D or 2 Position)**

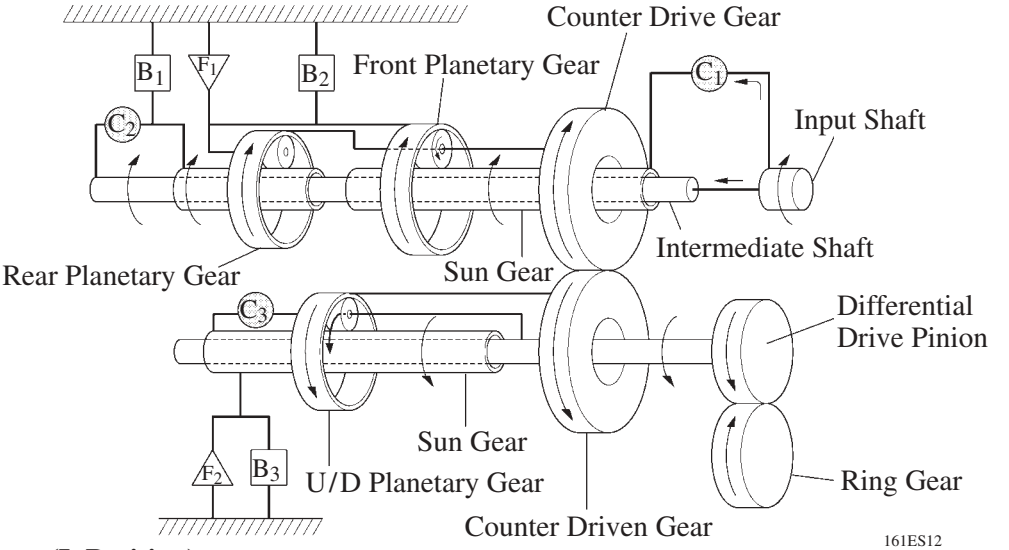



**3) 3rd Gear (D Position)**

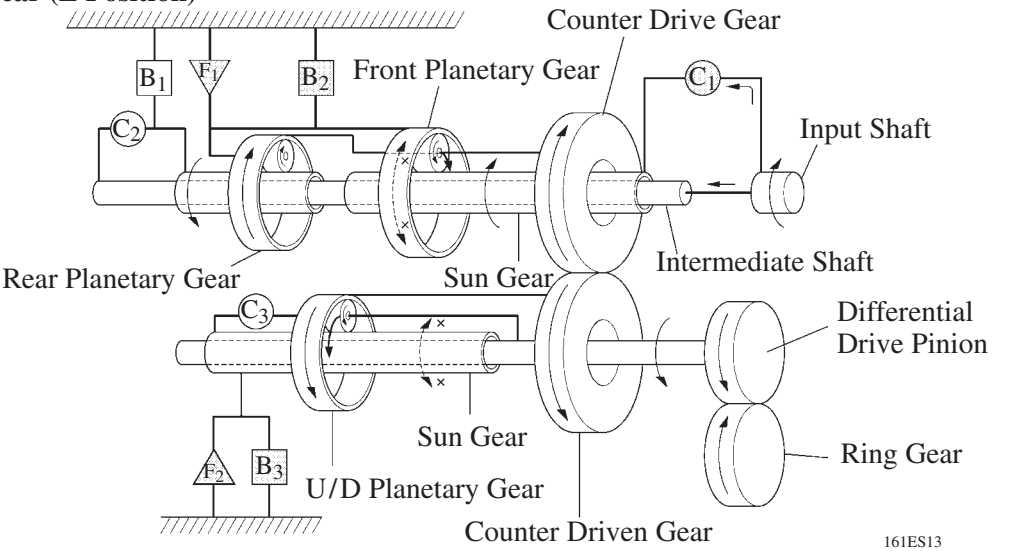



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**4) 4th Gear (D Position)**




**5) 1st Gear (L Position)**




**6) Revers Geare (R Position)**

