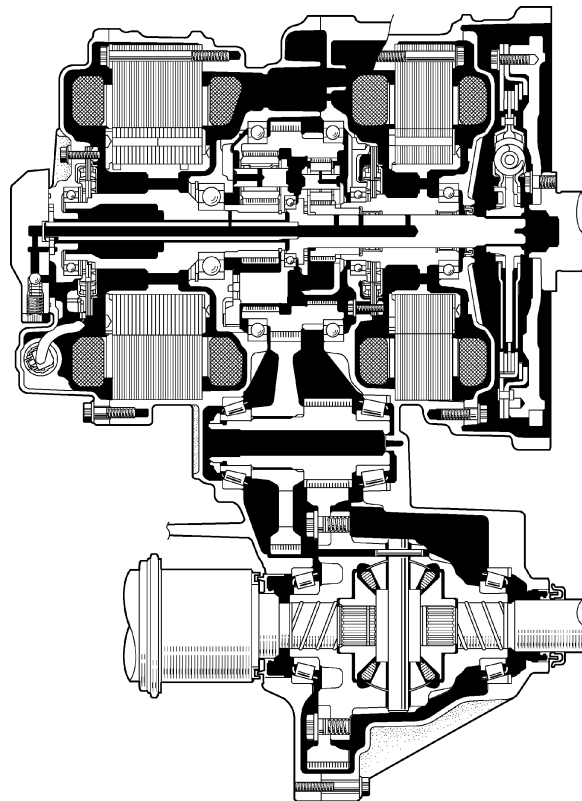


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P310 HYBRID TRANSAXLE

■ DESCRIPTION

- The P310 hybrid transaxle is used on the RX400h.
Containing a MG2 (Motor Generator No.2) for driving the vehicle and a MG1 (Motor Generator No.1) for generating electrical power, this hybrid transaxle uses a continuously variable transmission mechanism with compound gear unit (which consists of a motor speed reduction planetary gear unit and a power split planetary gear unit) that achieve smooth and quiet operation.
- A transaxle damper that consists of a coil spring with low-twist characteristics is used in order to absorb the torque fluctuation in the drive force of the engine.
- This transaxle uses two lubrication mechanisms concurrently: a lubrication mechanism consisting of a trochoid type oil pump placed on the main shaft, and a lubrication mechanism consisting of an oil slinger on the final gear. The concurrent use of the two mechanisms reduces the drive loss of the oil pump.



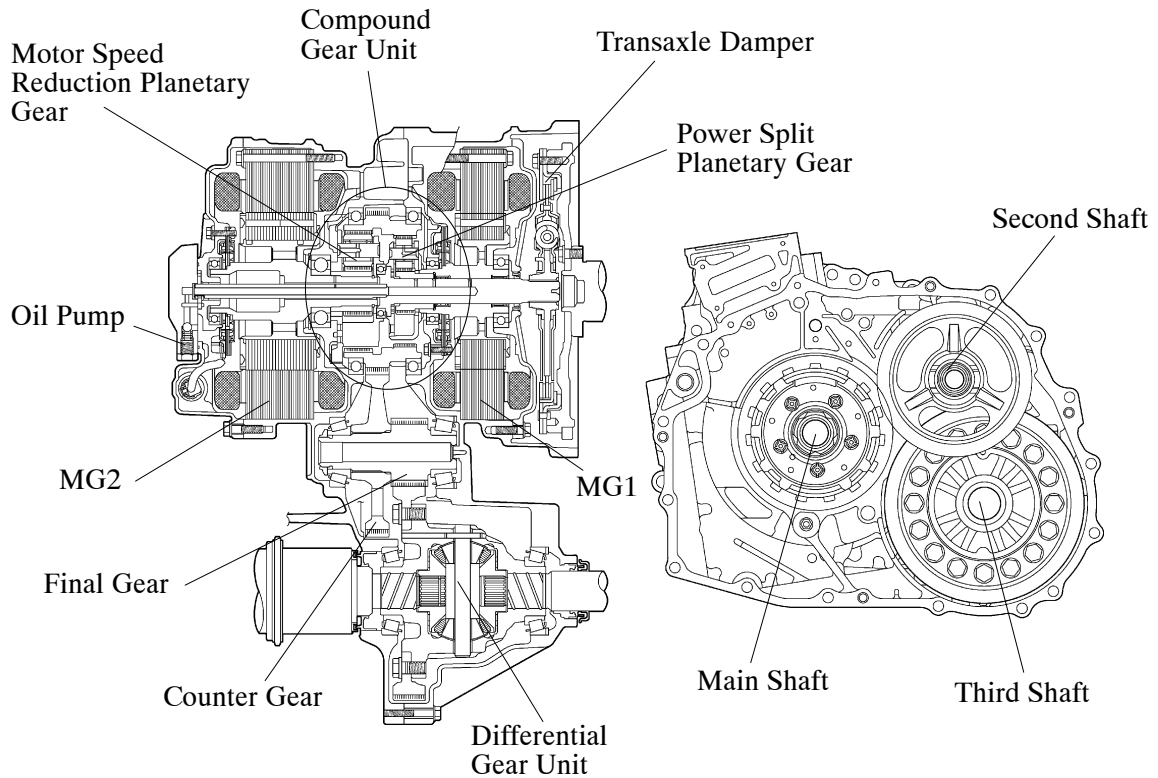
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► Specifications ◀

Transaxle Type		P310
Power Split Planetary Gear unit	The No. of Ring Gear Teeth	78
	The No. of Pinion Gear Teeth	23
	The No. of Sun Gear Teeth	30
Motor Speed Reduction Planetary Gear unit	The No. of Ring Gear Teeth	57
	The No. of Pinion Gear Teeth	18
	The No. of Sun Gear Teeth	23
Counter Gear	The No. of Drive Gear Teeth	54
	The No. of Driven Gear Teeth	55
Final Gear	The No. of Drive Gear Teeth	25
	The No. of Driven Gear Teeth	77
Total Deceleration Ratio		3.137
Oil Capacity Liters (US qts, Imp.qts)		4.2 (4.4, 3.7)
Oil Type		ATF WS or equivalent
Weight (Reference)* kg (lb)		117 (258)

* : Weight shows the figure with the fluid fully filled.

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