

■ LUBRICATION MECHANISM

- This transaxle is lubricated by a trochoid type oil pump placed on the main shaft.
- Furthermore, it uses a final gear with an oil sling type lubrication mechanism. This construction minimizes the drive torque of the oil pump, which reduces the drive loss.
- An oil catch tank is used in this transaxle in order to supply oil in a stable manner. The oil catch tank temporarily stores the oil that is slung up, and supplies oil to each gear train from there. Furthermore, oil holes are provided in the oil catch tanks in order to efficiently supply oil to MG1 and MG2.

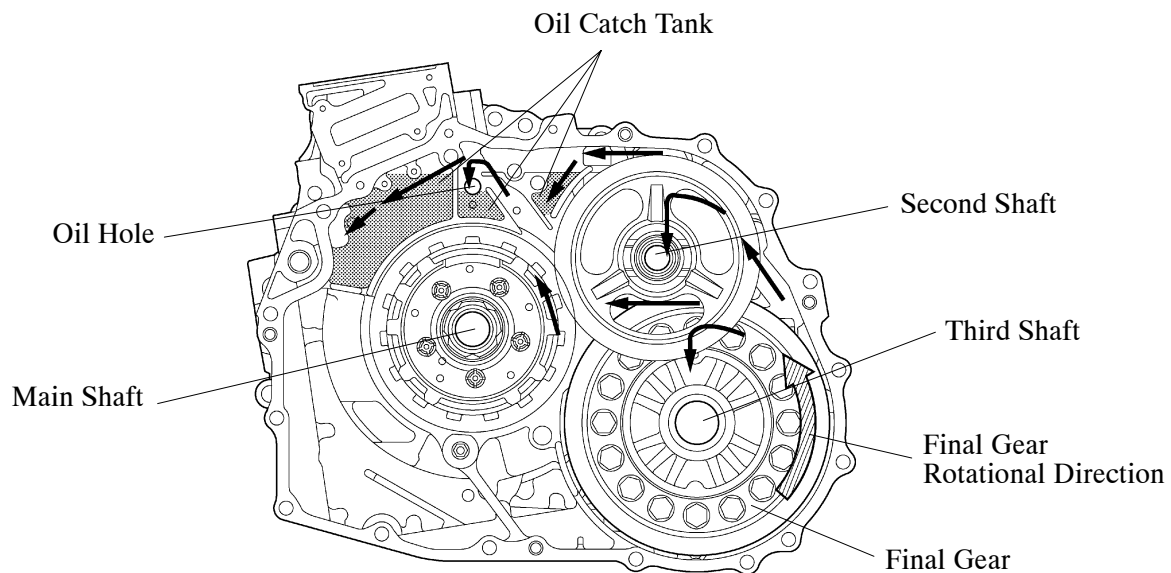


Diagram of Oil Flow

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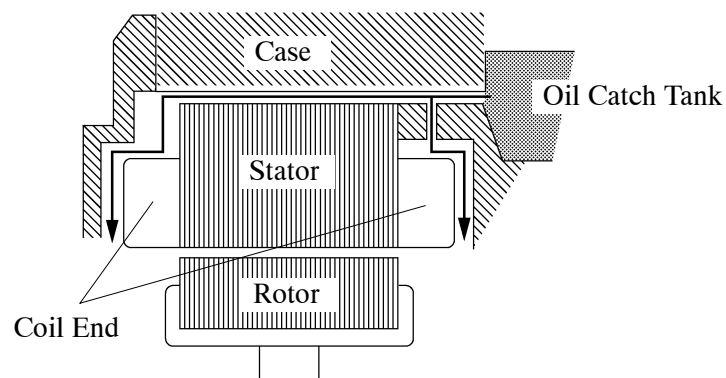
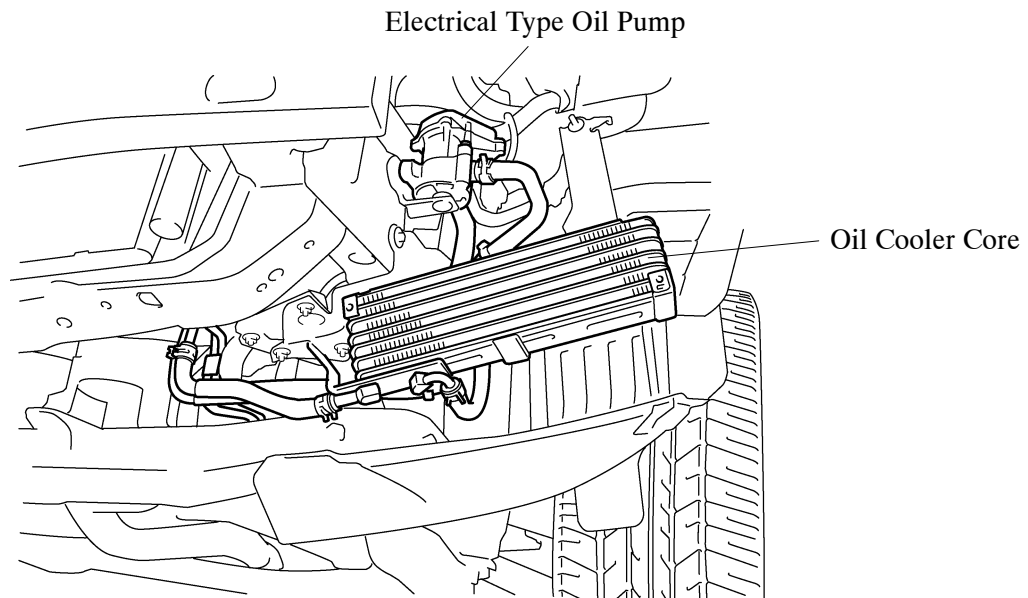


Diagram of Motor Generator Cooling

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- A transaxle oil cooler is used. This oil cooler is provided on the inside of the LH side of the front bumper. An electrical type oil pump that is provided on top of the oil cooler core circulates oil.



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