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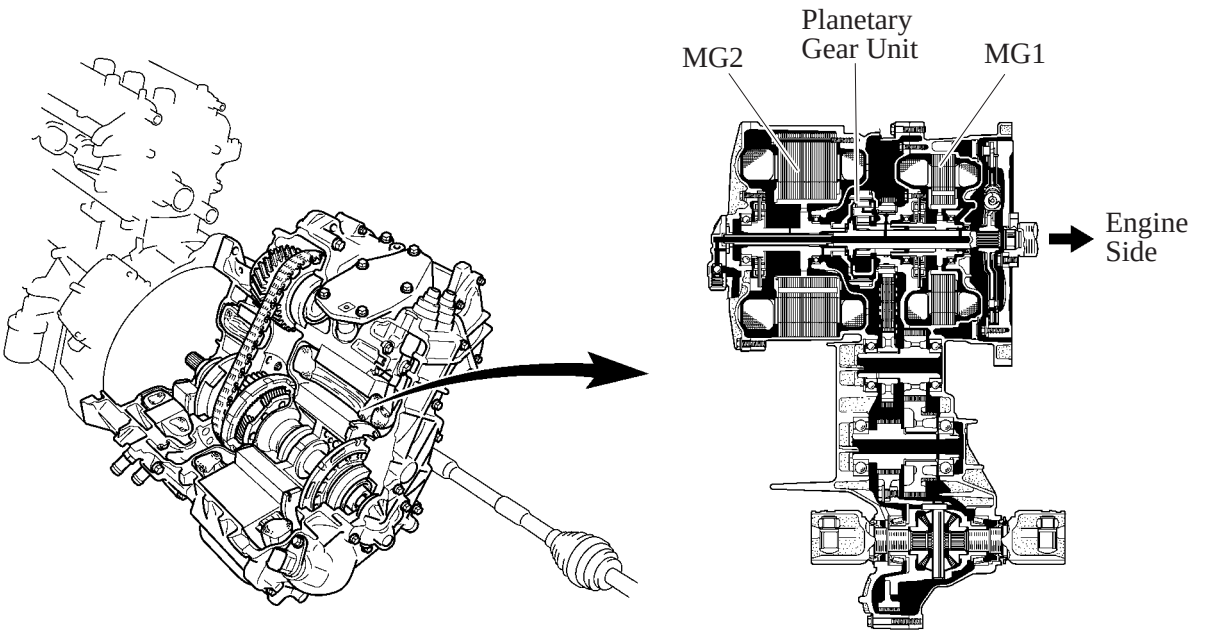
P112 HYBRID TRANSAXLE

■DESCRIPTION

- The P112 hybrid transaxle has been newly developed on the new Prius.
  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 planetary gear unit that achieve smooth and quiet operation.
- This hybrid transaxle is based on the P111 hybrid transaxle of the previous Prius. The main changes that have been made to this transaxle to realize higher efficiency and performance are listed below.

— Main Changes from P111 Hybrid Transaxle —

- The spring characteristics of the coil spring of the transaxle damper have been changed.
- A low-viscosity type transaxle fluid (ATF WS) has been adopted.
- The oil pan has been discontinued.
- An aluminum sprocket support, which is integrated on the MG1 cover, has been adopted.
- Ball bearings have been adopted to support the counter driven gear shaft.

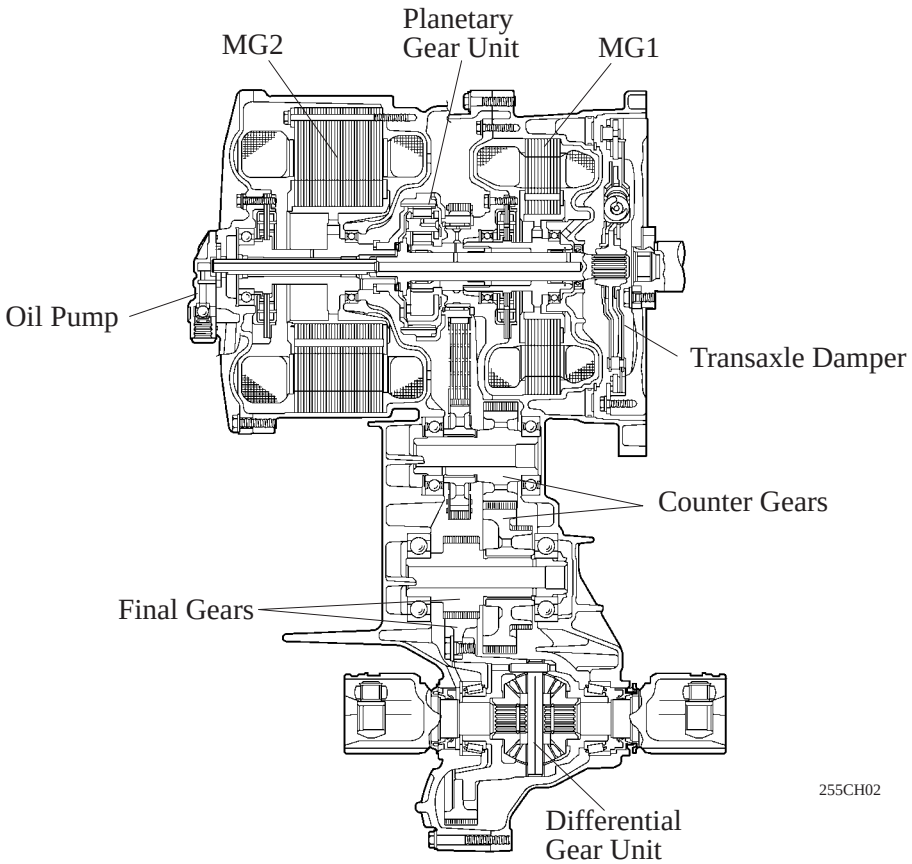


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▶ Specifications ◀

Model		New	Previous
Transaxle Type		P112	P111
Planetary Gear	The No. of Ring Gear Teeth	78	←
	The No. of Pinion Gear Teeth	23	←
	The No. of Sun Gear Teeth	30	←
Differential Gear Ratio		4.113	3.905
Chain	The NO. of Links	72	74
	The NO. of Drive Sprocket Teeth	36	39
	The NO. of Driven Sprocket Teeth	35	36
Counter Gear	The NO. of Drive Gear Teeth	30	←
	The NO. of Driven Gear Teeth	44	←
Final Gear	The NO. of Drive Gear Teeth	26	←
	The NO. of Driven Gear Teeth	75	←
Fluid Capacity Liters (US qts, Imp.qts)		3.8 (4.0, 3.3)	4.6 (4.9, 4.0)
Fluid Type		ATF WS or equivalent	ATF Type T-IV or equivalent
Weight (Reference)* kg (lb)		107 (236)	—

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



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