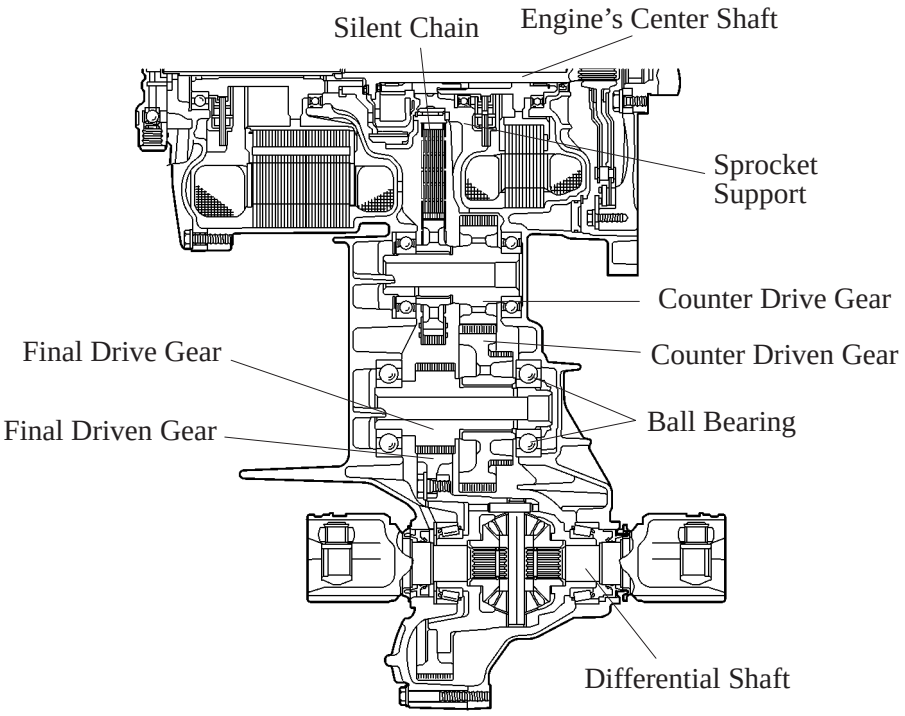
## 5. Reduction Unit

- As on the previous model, the new Prius uses a reduction unit, to which the following changes have been made:
  - ♦ 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.

- The reduction unit consists of the silent chain, counter gears and final gears.
  A silent chain with a small pitch width has been adopted to ensure quiet operation, and the overall length has been reduced in contrast to the gear-driven mechanism.
  The counter gears and final gears teeth have been processed through high-precision honing and their tooth flanks have been optimized to ensure extremely quiet operation.
  The final gears have been optimally allocated to reduce the distance between the engine's center shaft and the differential shaft, thus resulting in a transmission with a compact package.






### ■DIFFERENTIAL GEAR UNIT

For the differential gear unit, a 2-pinion type that is similar to the differential unit of the conventional transaxle has been adopted.

### ■LUBRICATION UNIT

A force-feed lubrication system using a trochoid pump has been adopted for lubrication of the planetary gear unit and the beatings on the main shaft.
The same type of oil is used for both the reduction unit portion and the differential portion.

