■ FEATURES OF K111F CVT

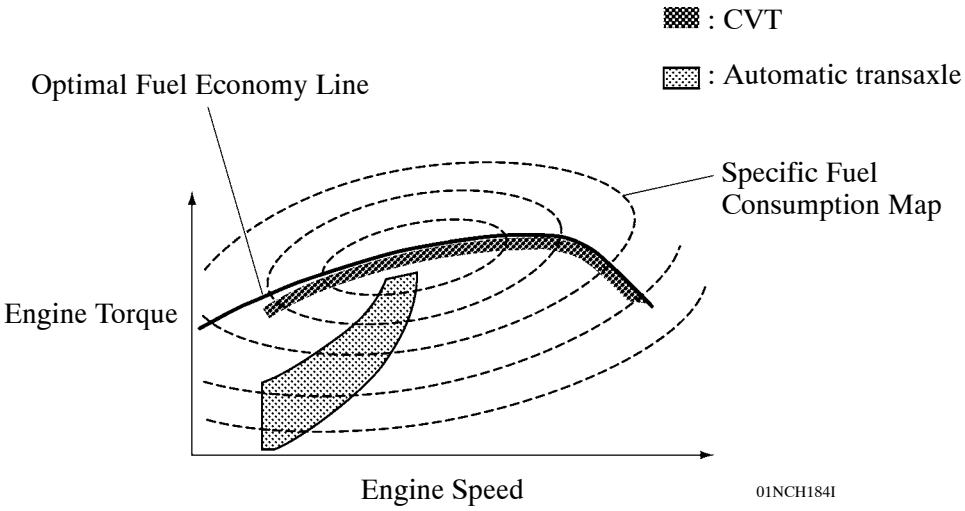
1. General

The K111F CVT has achieved the following performance features through the use of items listed below:

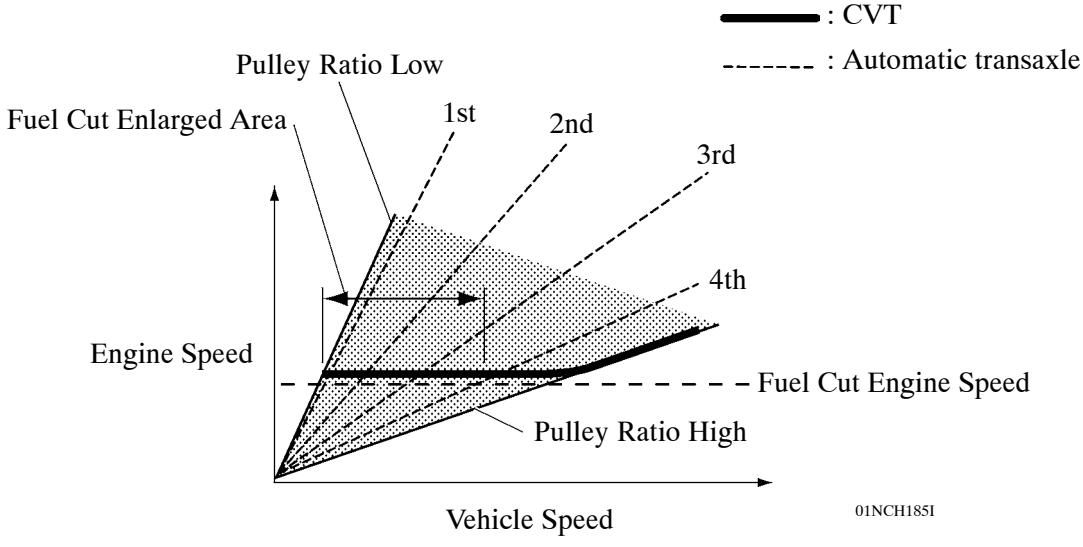
Item			Fuel Economy	Power Efficiency	Driveability	Quietness
Torque Converter Clutch			○	○	○	○
Pulley and Steel Belt			○	○	○	○
Forward and Reverse Switching Unit					○	○
Reduction Gear and Differential				○		○
Oil Pump			○		○	
Valve Body Unit			○		○	
Electronic Control System	Engine – CVT Integrated Control		○		○	
	Pulley Ratio Control	Automatic Shift Control	○		○	
		Acceleration Improvement Control		○	○	
		7-speed Sport Sequential Shiftmatic (with Transmission Shift Switch)			○	○
	Shift Control in Uphill/Downhill Traveling				○	
	Lock-up Control		○			○

2. Fuel Economy

- Unlike the conventional automatic transaxle that requires gear change, the CVT allows driving that is close to the optimal fuel economy line (preset high torque range that has low-fuel consumption). Therefore, maximum engine performance can be obtained.

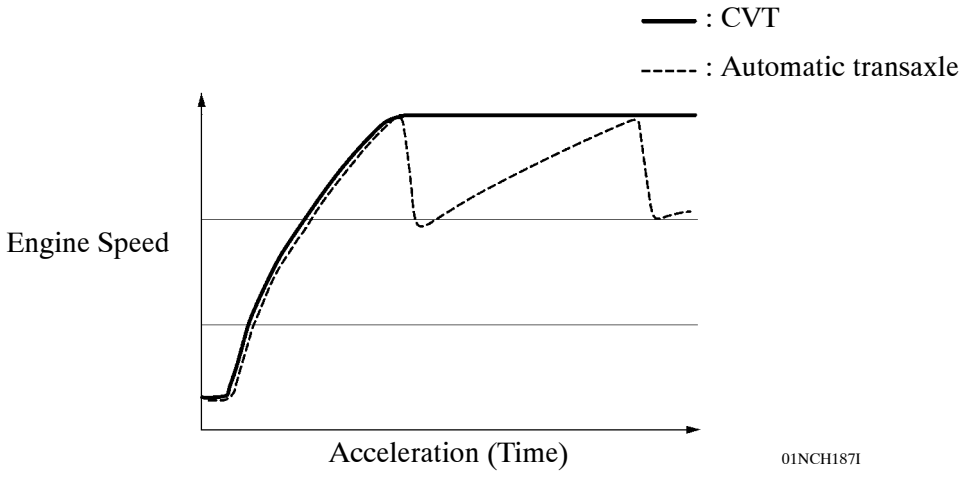


- By expanding the lock-up area to the lower speed range, transmission loss can be minimized during acceleration, ensuring that engine output is used effectively. In addition, during deceleration, the enlarged fuel cut area improves fuel economy.
- The range of the pulley ratio is widened and engine speed is lowered when the vehicle is running at high speed, thus significantly improving fuel economy.



3. Power Performance

- A characteristic of the CVT is the ability to keep the engine speed at the optimum power output range during all operating conditions.
- Unlike the conventional automatic transaxle that requires gear change, the CVT allows speed acceleration while maintaining the same engine speed. Therefore, optimal output range can be effectively used to obtain the maximum driving force.



- Compared to the conventional automatic transaxle, CVT has smoother transmission change characteristics, thus enabling maximization of engine performance.

