

## ■ TRANSAXLE UNIT

### 1. General

- This hybrid transaxle consists primarily of MG1 and MG2, a compound gear unit (which consists of a motor speed reduction planetary gear unit and a power split planetary gear unit), a counter gear unit, and a differential gear unit.
- This transaxle has a three-shaft configuration. The compound gear unit (consisting of the motor speed reduction planetary unit and a power split planetary gear unit), MG1 and MG2 are provided on the main shaft. The counter driven gear and the final drive gear are provided on the second shaft. The differential ring gear and the differential gear unit are provided on the third shaft.
- The engine, MG1 and MG2 are mechanically joined via the compound gear unit.
- The compound gear unit contains a motor speed reduction planetary gear unit and a power split planetary gear unit. The motor speed reduction planetary gear unit, whose purpose is to reduce motor speed, is used to enable the high-speed, high-output MG2 to adapt optimally to the power split planetary gear unit. The power split planetary gear unit splits the motive force of the engine two ways: one to drive the wheels, and the other to drive the MG1, so that it can function as a generator.
- In the motor speed reduction planetary gear unit, the sun gear is coupled to the output shaft of MG2, and the carrier is fixed.

