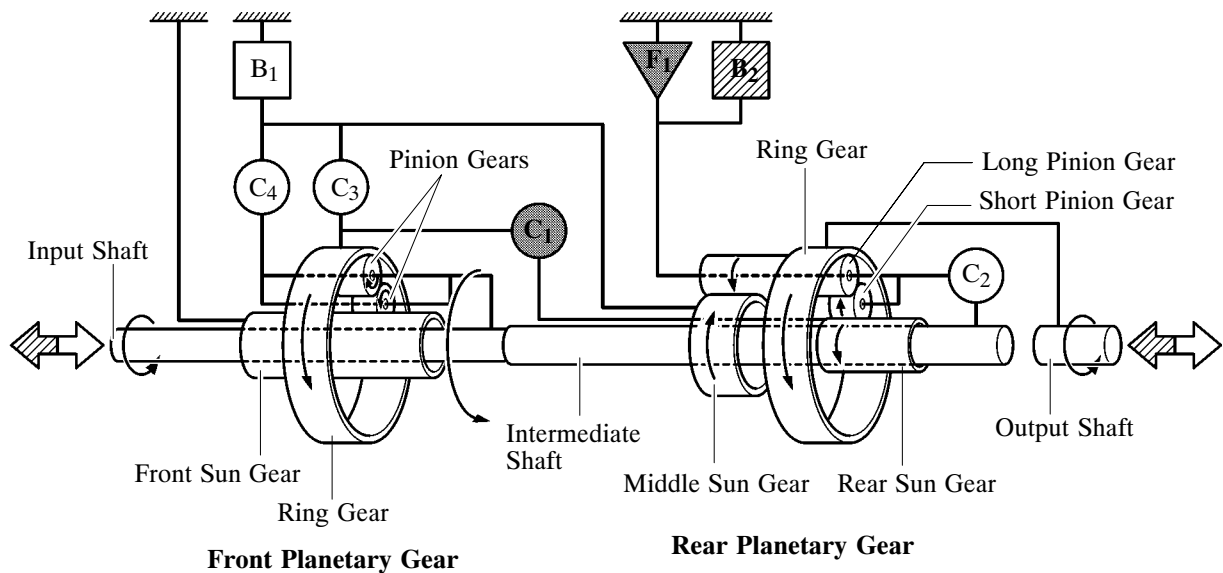




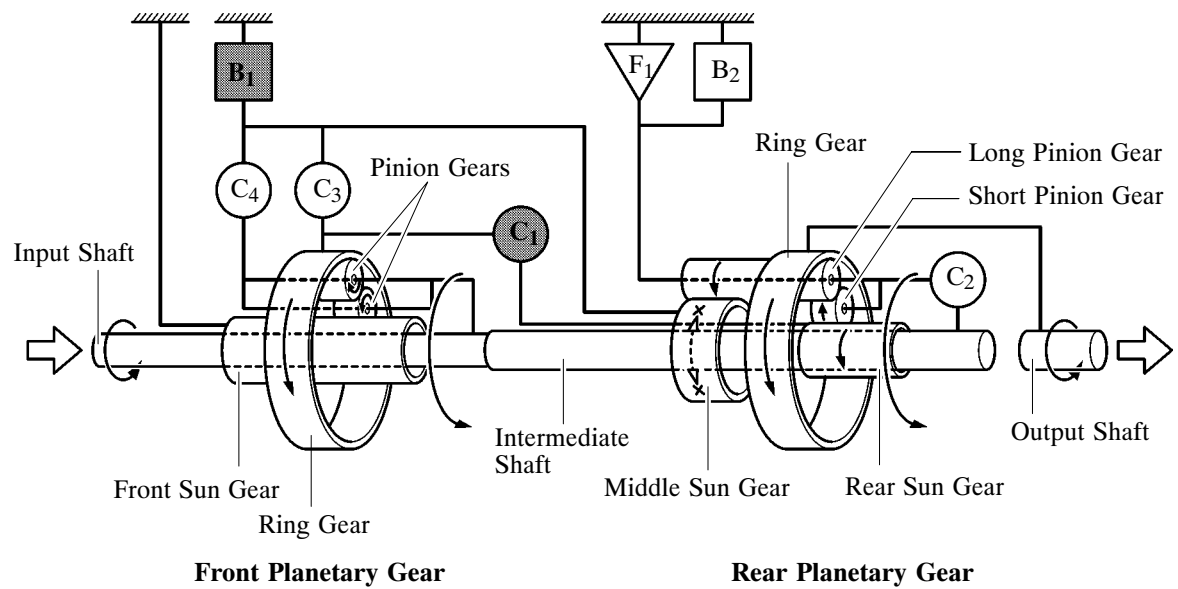
1st Gear


 : Operates
 : Operates only in M1 and in D1 range

08D0CH17C

C ₁	C ₂	C ₃	C ₄	B ₁	B ₂	F ₁
○					(○)	○

○: Operates (○): Operates only in M1 and in D1 range

2nd Gear

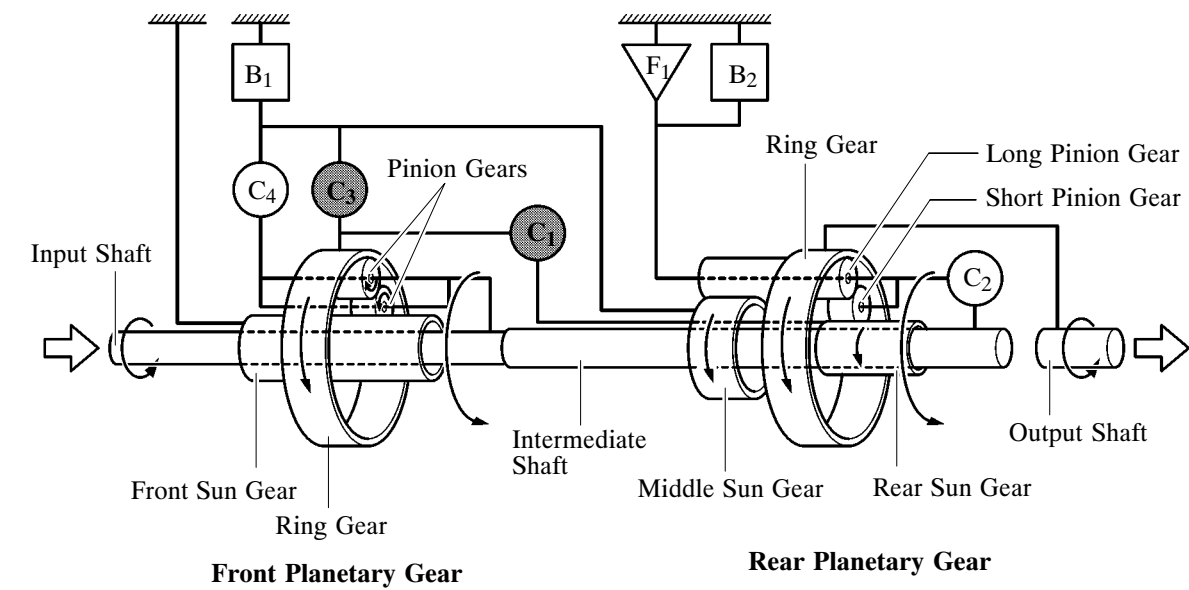
 : Operates


08D0CH18C

C ₁	C ₂	C ₃	C ₄	B ₁	B ₂	F ₁
○				○		

○: Operates

3rd Gear



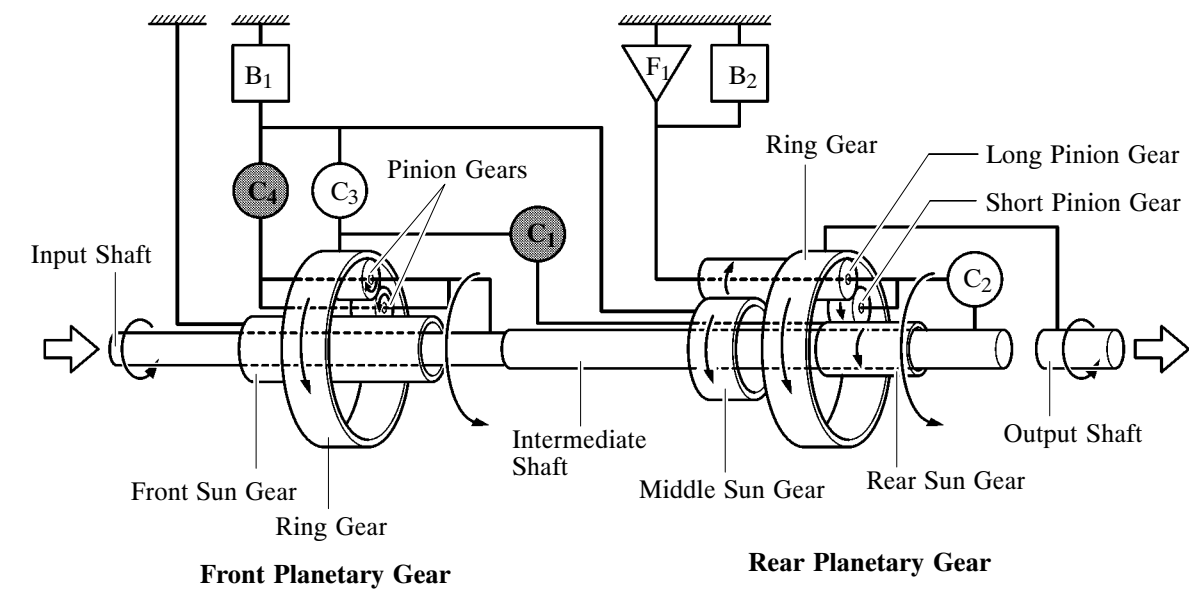
 : Operates


08D0CH19C

C ₁	C ₂	C ₃	C ₄	B ₁	B ₂	F ₁
○		○				

○: Operates

4th Gear

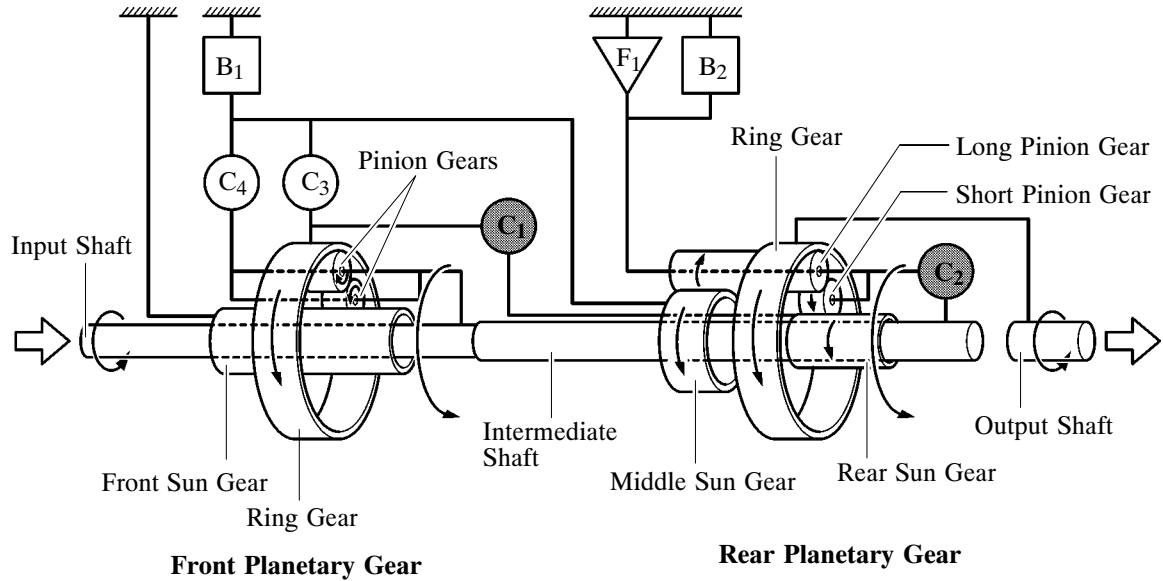


 : Operates

08D0CH20C

C ₁	C ₂	C ₃	C ₄	B ₁	B ₂	F ₁
○			○			

○: Operates

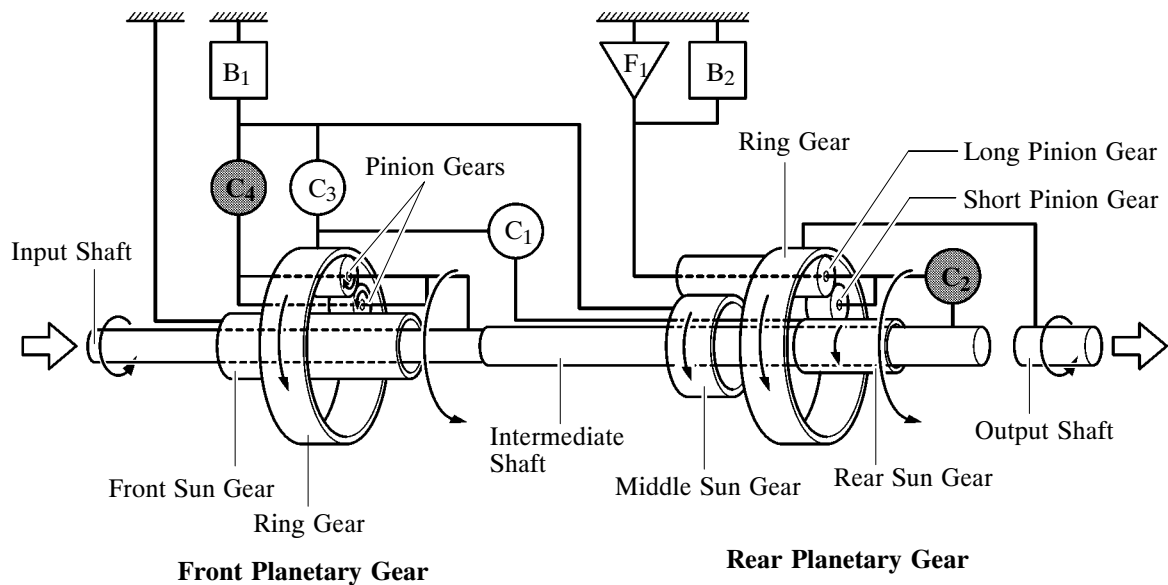
5th Gear

■ : Operates

08D0CH21C

C ₁	C ₂	C ₃	C ₄	B ₁	B ₂	F ₁
○	○					

○: Operates

6th Gear

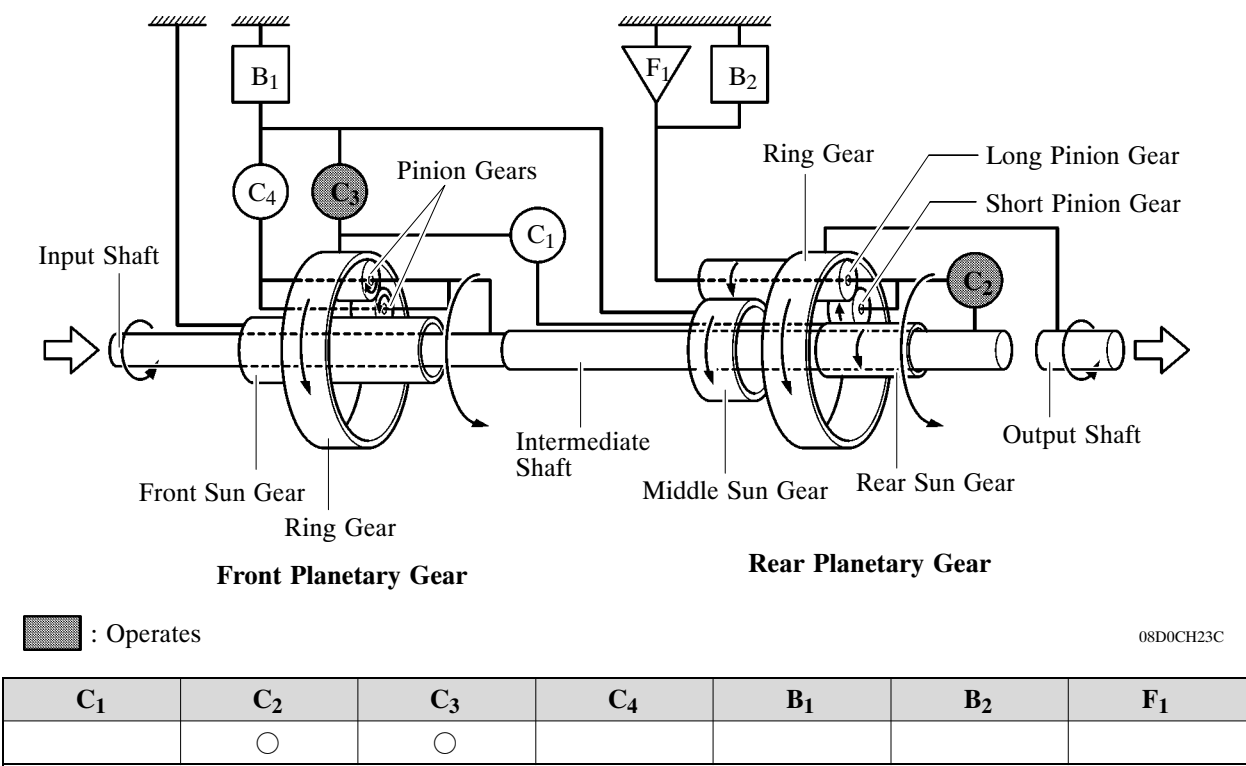
■ : Operates

08D0CH22C

C ₁	C ₂	C ₃	C ₄	B ₁	B ₂	F ₁
	○		○			

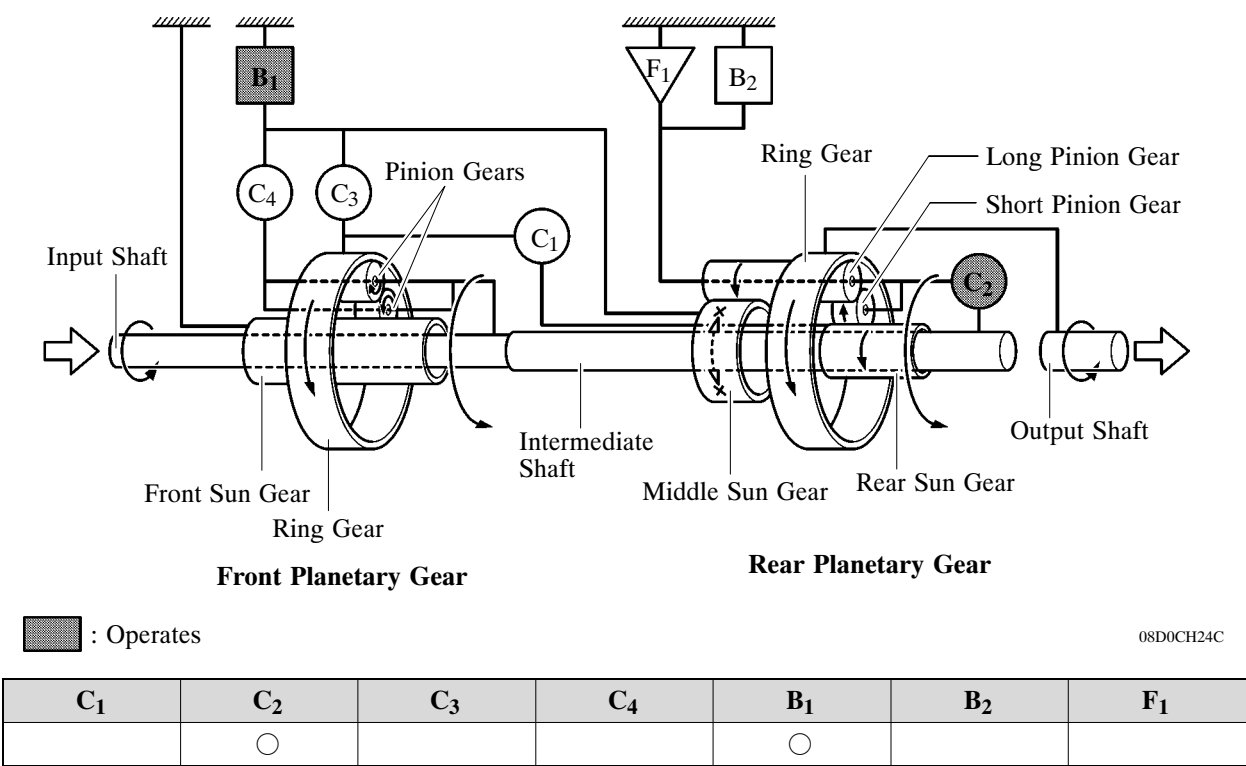
○: Operates

7th Gear



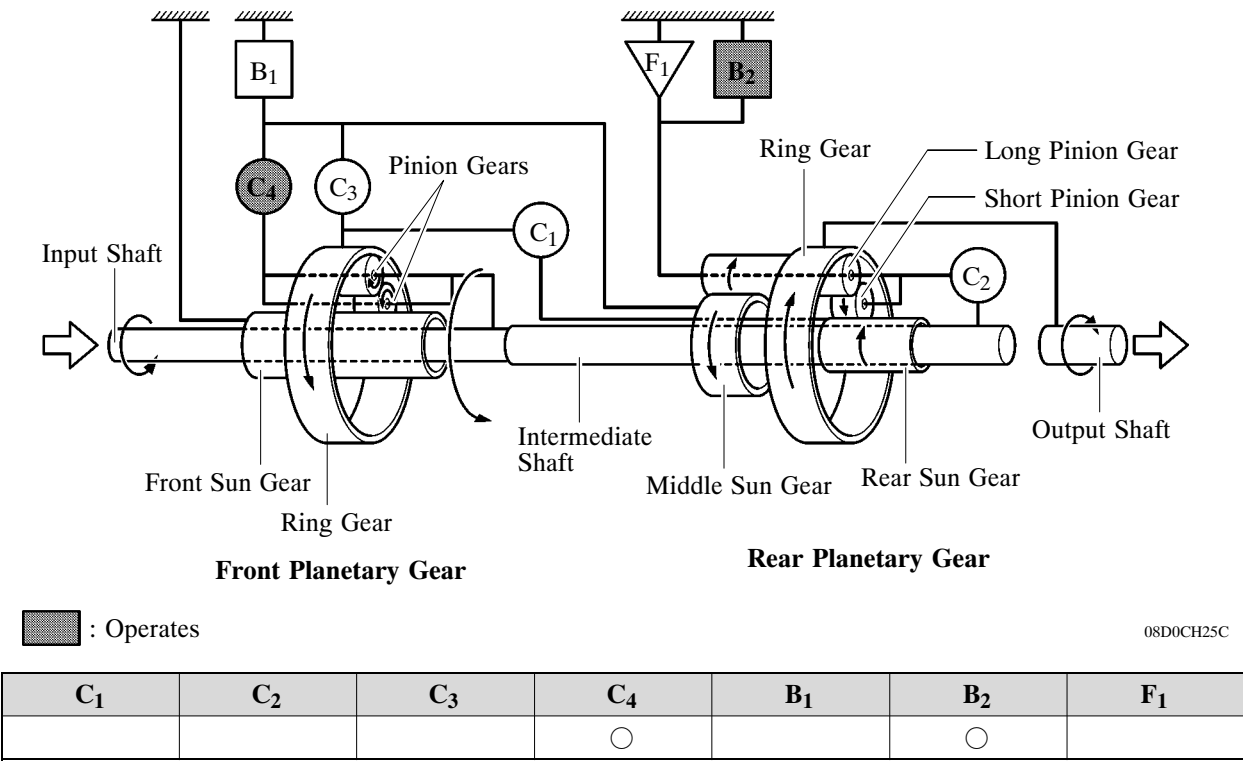
○: Operates

8th Gear



○: Operates

Reverse (R Position)



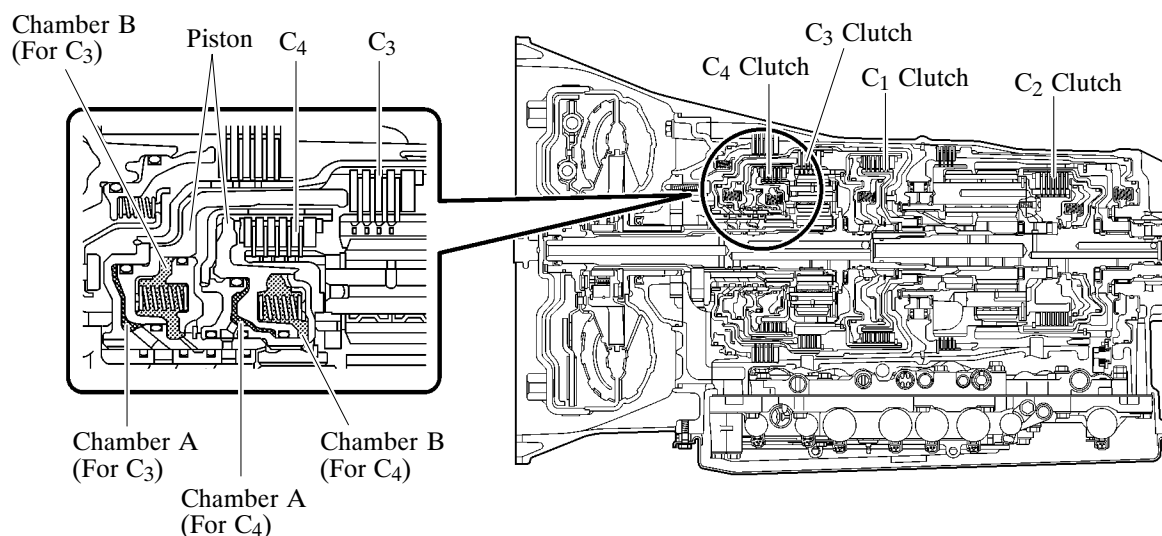
08D0CH25C

○: Operates

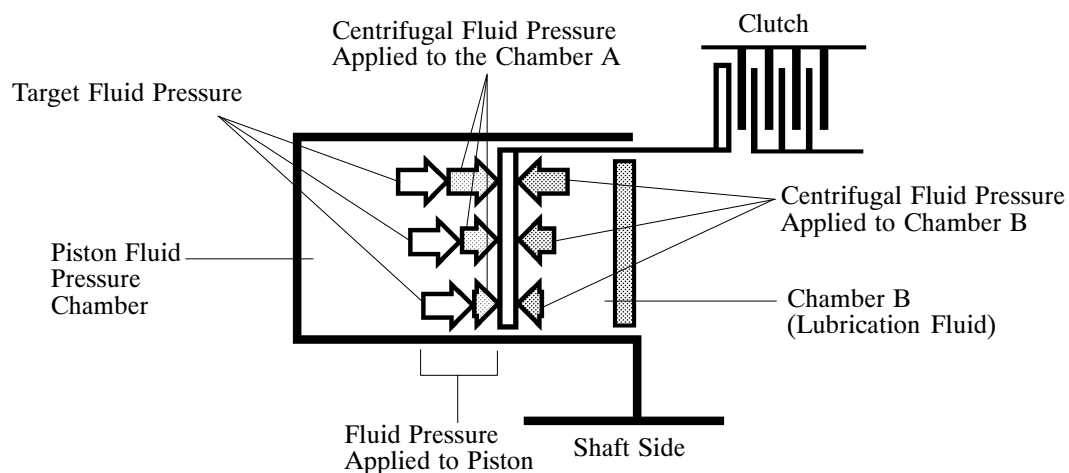
4. Centrifugal Fluid Pressure Canceling Mechanism

For the following reason, a centrifugal fluid pressure canceling mechanism is used on C₁, C₂, C₃, and C₄ clutches.

- Clutch shifting operation is affected not only by the valve body controlling fluid pressure but also by centrifugal fluid pressure that is present due to fluid in the clutch piston oil pressure chamber. The centrifugal fluid pressure canceling mechanism has a second chamber (chamber B). Chamber B reduces the effect of the centrifugal pressure applied to the chamber A. As a result, smooth shifting with excellent response has been achieved.



036CH21Y

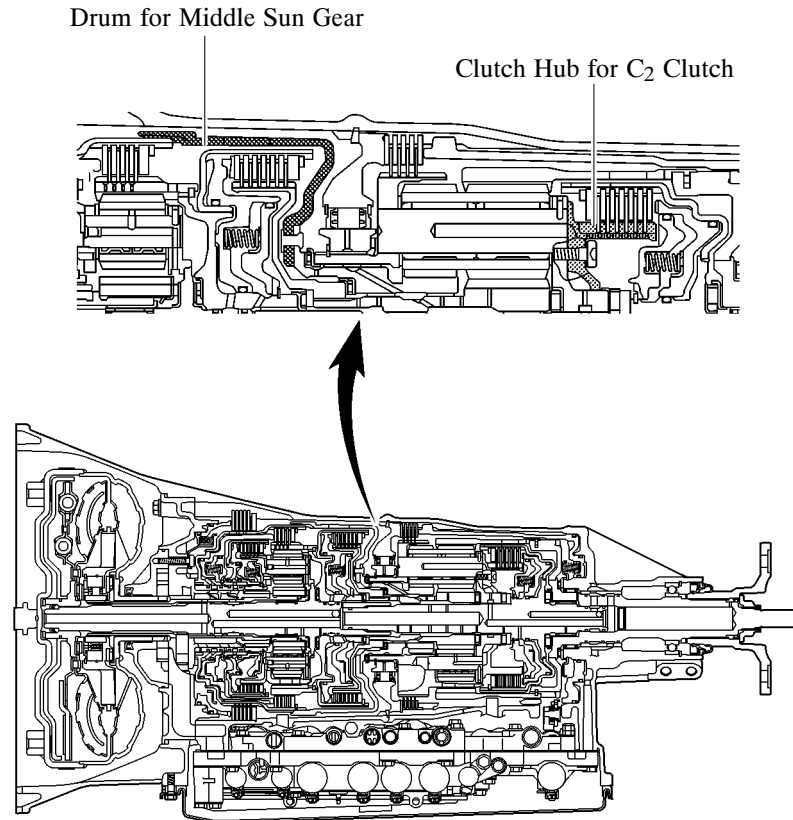


157CH17

Fluid pressure applied to piston	—	Centrifugal fluid pressure applied to chamber B	=	Target fluid pressure (original clutch pressure)
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5. Clutch and Brake

- An aluminum drum for the middle sun gear and an aluminum clutch hub for the C₂ clutch are used to realize a lightweight clutch drum and clutch hub.
- The shapes of the grooves in the clutches and brake linings are optimized in order to reduce drag during clutch and brake operation.

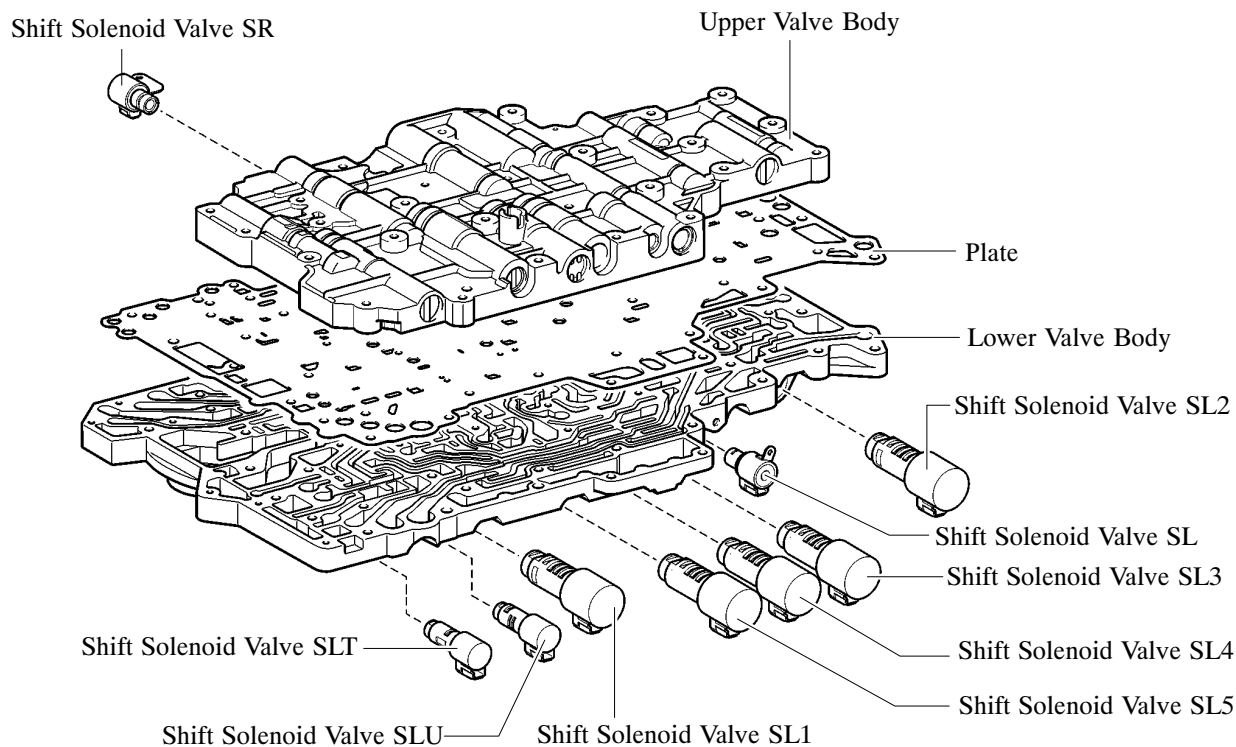


036CH23Y

■ TRANSMISSION VALVE BODY ASSEMBLY

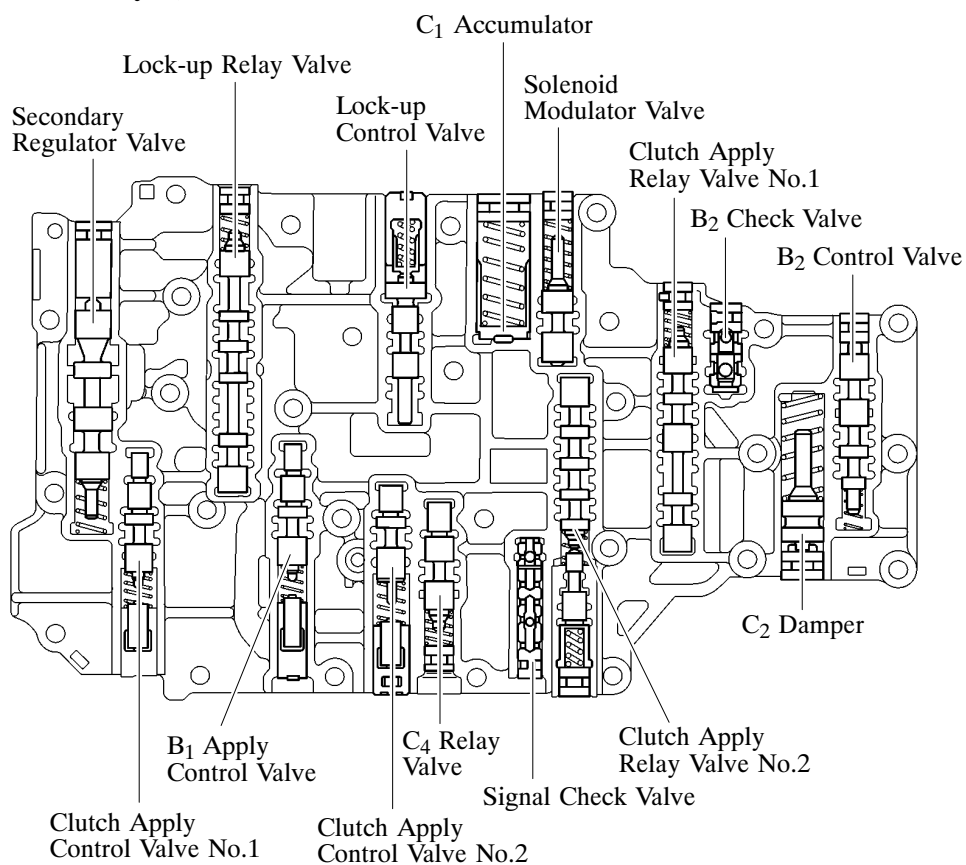
1. General

The transmission valve body assembly consists of the upper and lower valve bodies and 9 shift solenoid valves (SL1, SL2, SL3, SL4, SL5, SLU, SLT, SL, SR).



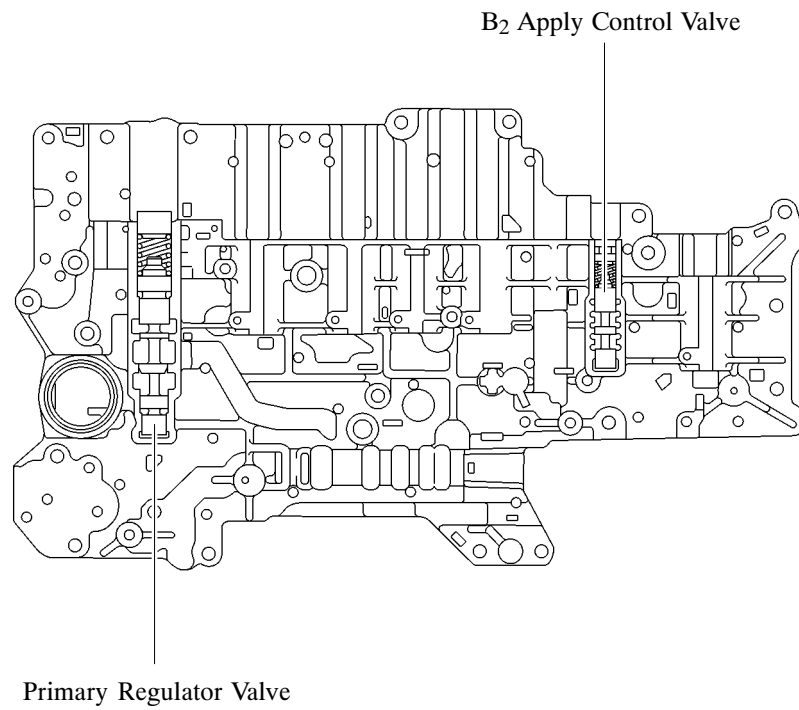
036CH24TE

► Upper Valve Body ◀



036CH25TE

► Lower Valve Body ◀

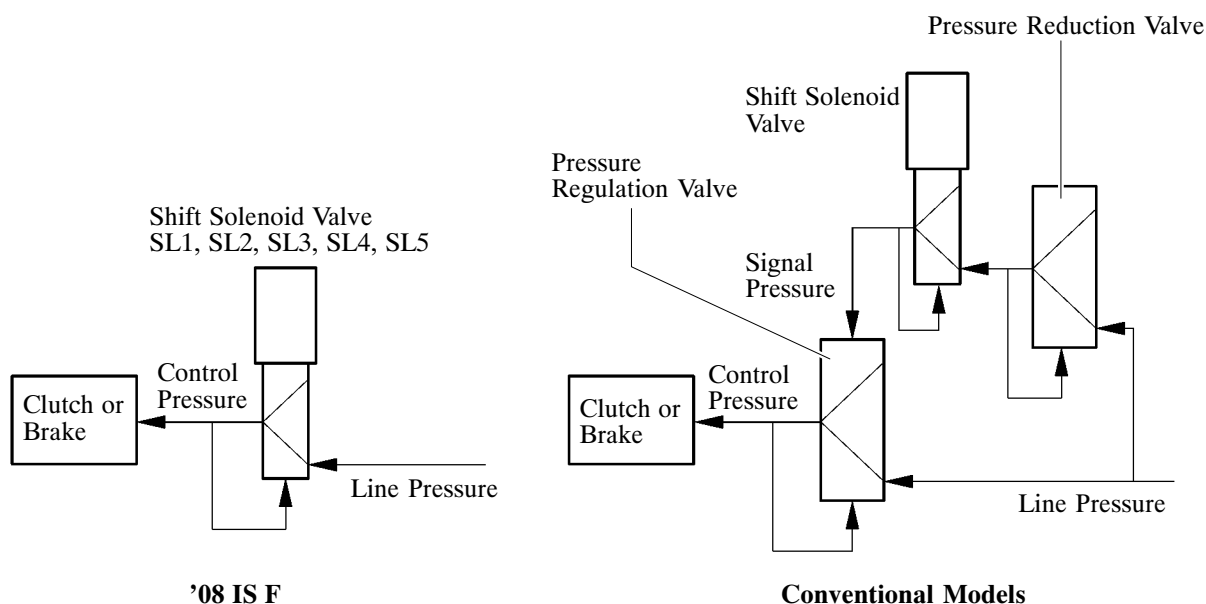


036CH26TE

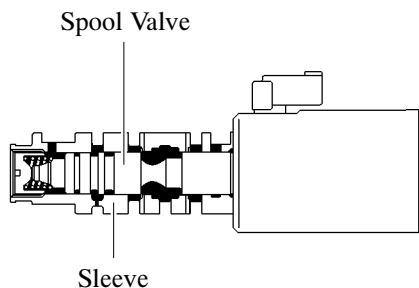
2. Shift Solenoid Valves

Shift Solenoid Valve SL1, SL2, SL3, SL4, SL5, SLU and SLT

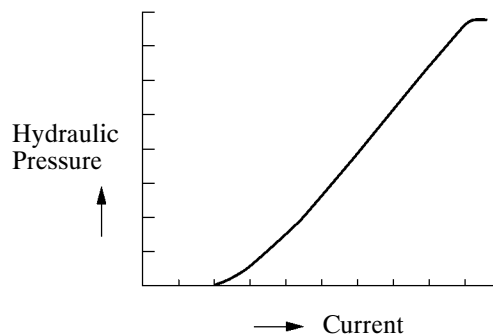
- In order to provide a hydraulic pressure that is proportional to the current that flows to the solenoid coil, shift solenoid valves SL1, SL2, SL3, SL4, SL5, SLU and SLT linearly control the line pressure and clutch and brake engagement pressure based on the signals from the TCM.
- Shift solenoid valves SL1, SL2, SL3, SL4 and SL5 are high flow linear solenoid valves that can supply more pressure than conventional ones. These shift solenoid valves control engagement elements by directly regulating the line pressure without using a pressure regulation valve or a pressure reduction valve. Thus, the number of valves and the length of the valve body fluid passage have been reduced, the shifting response has been increased and the shift shock has been minimized.



036CH228S



Shift Solenoid Valve SL1, SL3, SL4 and SL5



036CH30TE