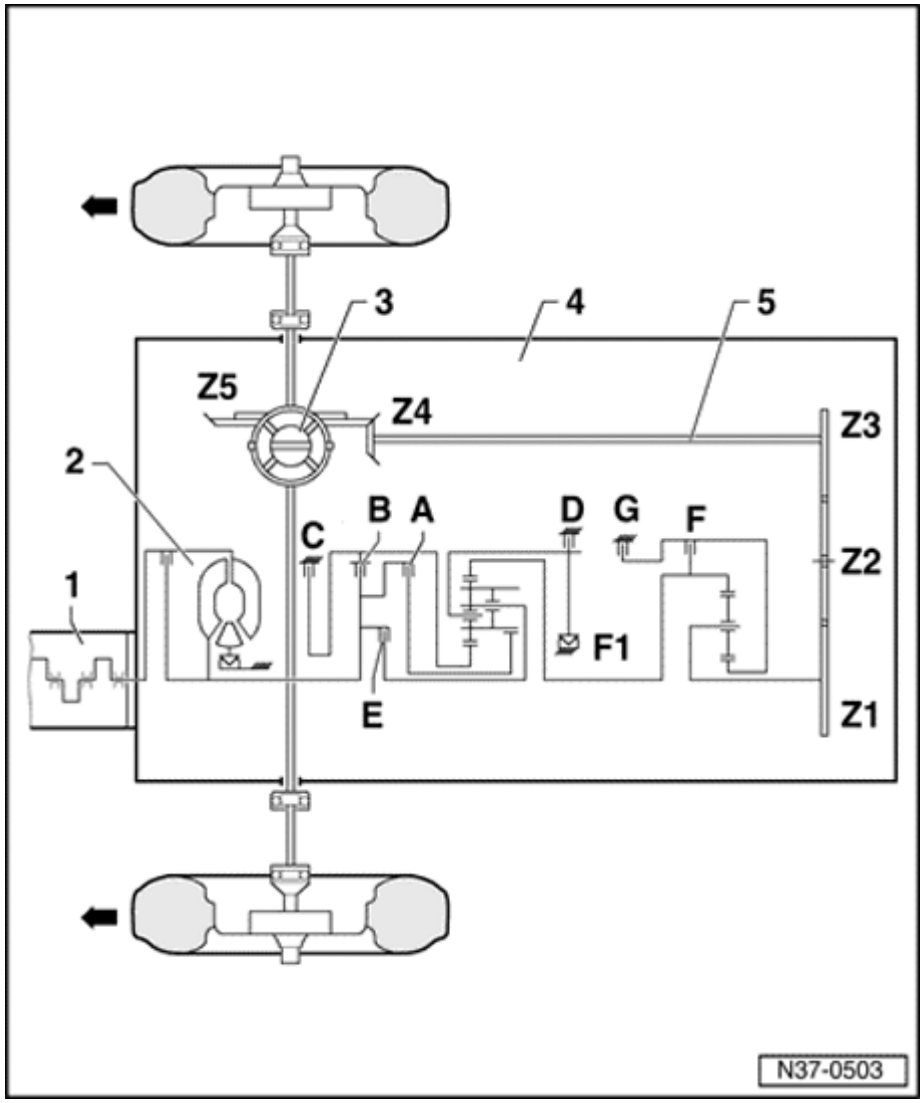
37-143



Power transfer, overview

Transmission diagram (Front Wheel Drive (FWD) vehicles)

A - Clutch A

B - Clutch B

E - Clutch E

F - Clutch F

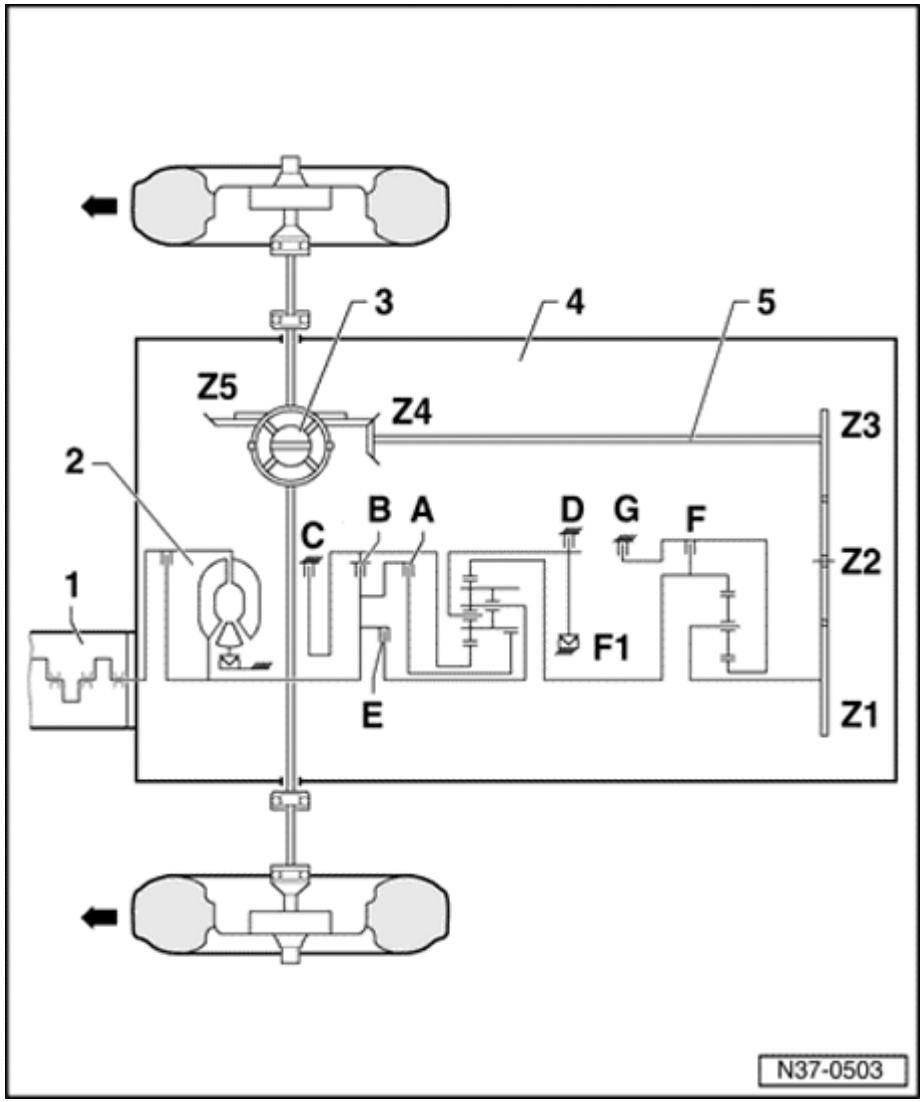
C - Brake C

D - Brake D

G - Brake G

F1 - Freewheel 1

37-144



1 - Engine

2 - Torque converter with lock-up clutch

3 - Differential

4 - Automatic transmission

5 - Drive pinion

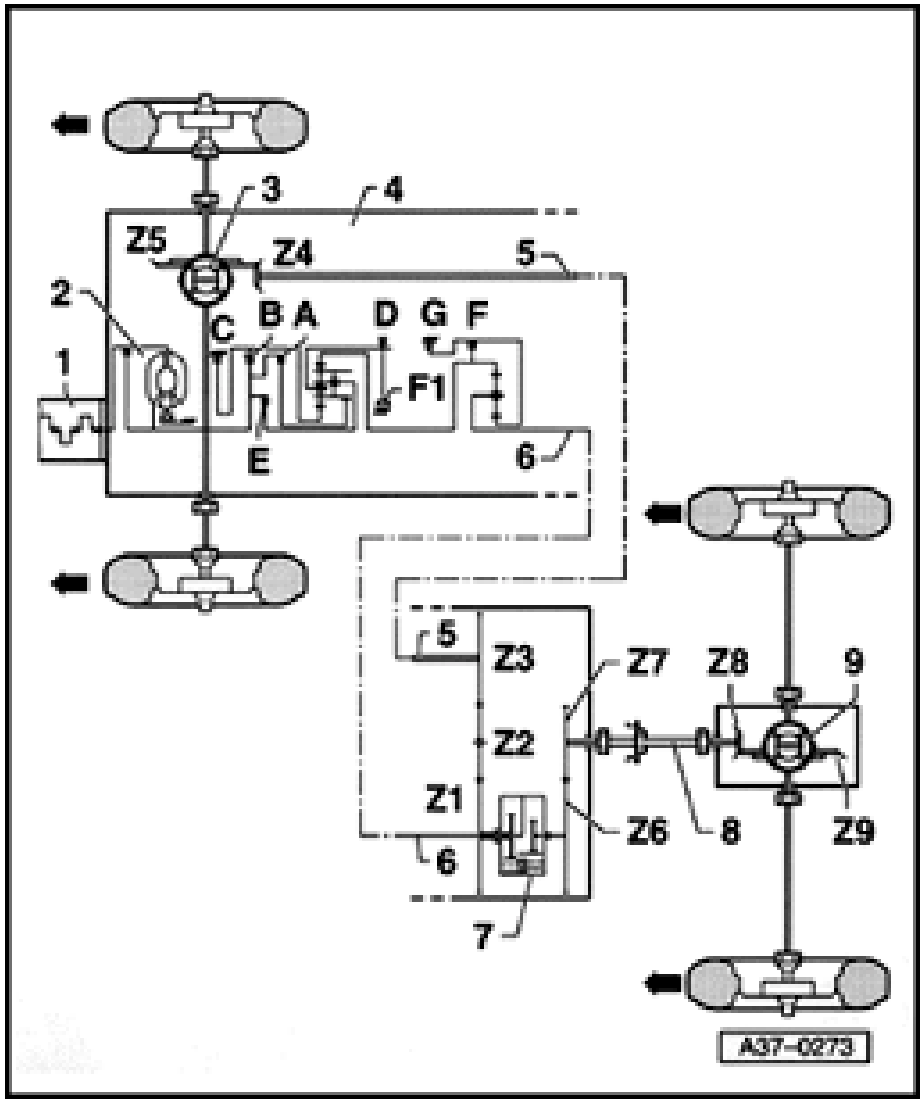
Z1, Z2 and Z3 = spur gears of intermediate drive; ratio ⇒ page 00-4

Z4, Z5 = ring gear, ratio ⇒ page 00-4

Note:

Arrows point in direction of travel.

37-145



Transmission diagram (All Wheel Drive (AWD) vehicles)

A - Clutch A

B - Clutch B

E - Clutch E

F - Clutch F

C - Brake C

D - Brake D

G - Brake G

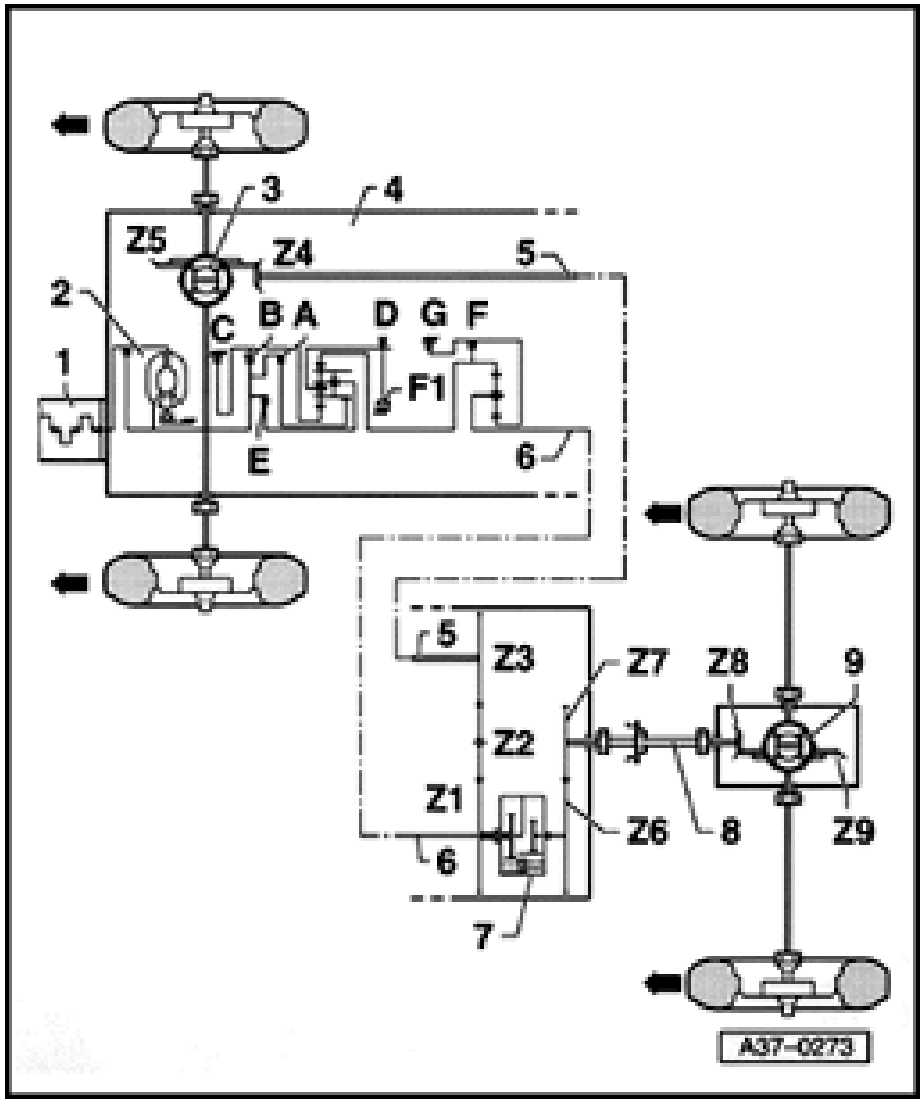
F1 - Freewheel 1

1 - Engine

2 - Torque converter with lock-up clutch

3 - Front differential

37-146



4 - Automatic transmission

5 - Drive pinion

6 - Output shaft

7 - Torsen differential

8 - Driveshaft

9 - Rear differential

Z1, Z2 and Z3 = spur gears of front intermediate drive; ratio ⇒ page 00-4

Z4, Z5 = front gear set; ratio ⇒ page 00-4

Z6, Z7 = spur gears of rear intermediate drive; ratio ⇒ page 00-10

Z8, Z9 = rear ring gear, ratio ⇒ page 00-10

Note:

Arrows point in direction of travel.

37-147

Shift element positions

- *When dealing with problems relating to poor acceleration and performance or general malfunctions, the following chart indicates which selector elements are actuated in the various gears. This should help to identify the selector elements that are not working properly.*

	Solenoid valves							Clutches							
	Solenoid valves			Pressure regulation valves				Clutch				Brake			Freewheel
Position / gear	1	2	3	1	2	3	4	A	B	E	F	C	D	G	1. Gear
R = Reverse	x			x		x			x				x	x	
N = Neutral	x	x		x		x								x	
D, 1st gear	x	x		x		x		x						x	x
D, 2nd gear	x	x		x	x	x		x				x		x	
D, 3rd gear		x	x - x	x	x			x			x	x			
D, 4th gear			x - x	x				x		x	x				
D, 5th gear	x		x - x	x	x					x	x	x			
2, 1. Gear	x			x		x		x					x	x	x
D, 5th to 4th gear	x		x	x	x		x	(x)		x	x	(x)			

- x = Component is actuated

- - = Component is not actuated

- (x) = Component actuation is dependent on driving condition