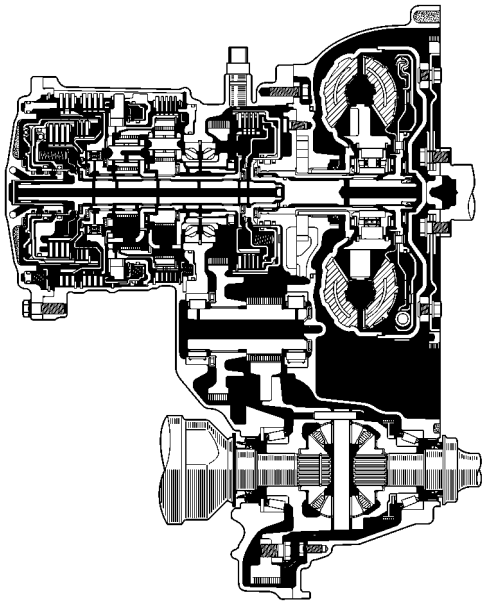
U340E AUTOMATIC TRANSAXLE

■DESCRIPTION

’06 Yaris 1NZ-FE engine model with automatic transaxle uses the U340E automatic transaxle.
This automatic transaxle is a compact and high-capacity 4-speed Super ECT (Electronic Controlled Transaxle).

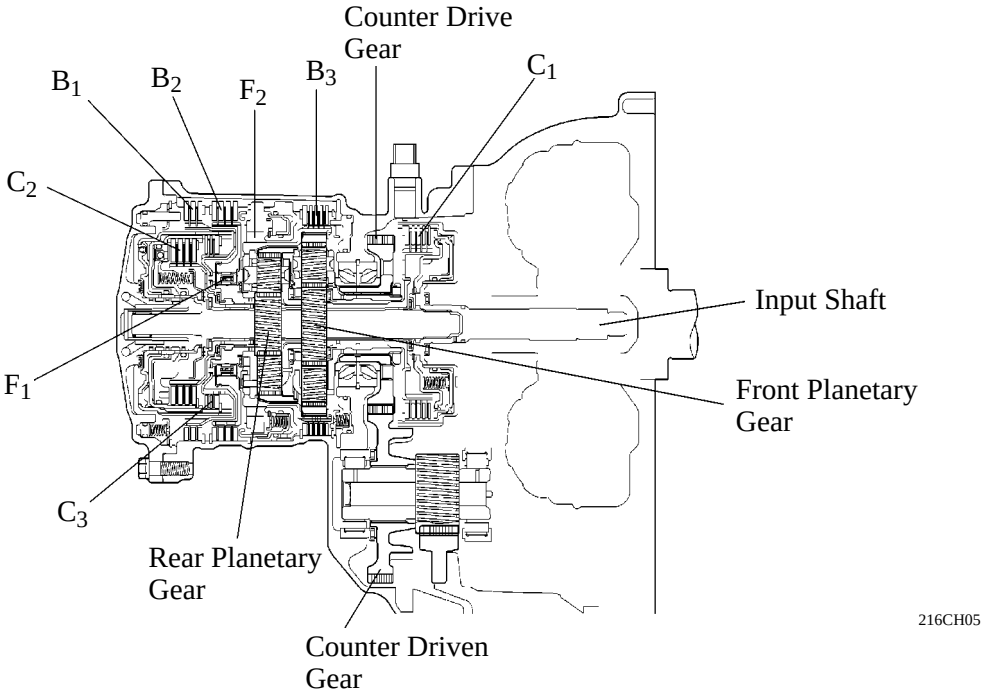


171CH03

▶ Specification ◀

Transaxle Type		U340E
Engine Type		1NZ-FE
Gear Ratio	1st	2.847
	2nd	1.552
	3rd	1.000
	4th	0.700
	Reverse	2.343
Differential Gear Ratio*1		4.237
Fluid Capacity*2 Liters (US qts, Imp.qts)		6.4 (6.78, 5.63)
Fluid Type		Toyota Genuine ATF WS
Weight (Reference)*3 kg (lb)		68.5 (150.7)

*1: Counter Gear Ratio Included.
*2: Differential Included.
*3: Weight shows the figure with the fluid fully filled.

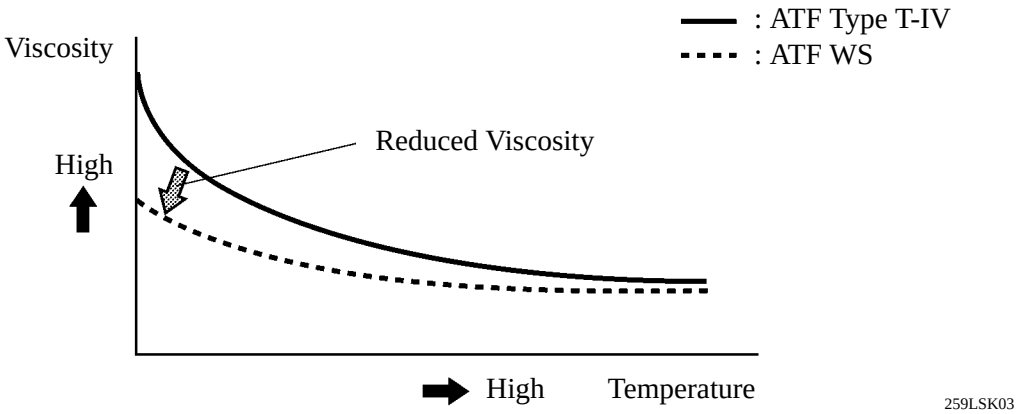


▶ Specification ◀

C_1	Forward Clutch	The No. of Discs	4
C_2	Direct Clutch		3
C_3	Reverse Clutch		2
B_1	OD & 2nd Brake		2
B_2	2nd Brake		3
B_3	1st & Reverse Brake		4
F_1	No. 1 One-Way Clutch	The No. of Sprags	16
F_2	No. 2 One-Way Clutch	The No. of Rollers	15
Front Planetary Gear		The No. of Sun Gear Teeth	46
		The No. of Pinion Gear Teeth	21
		The No. of Ring Gear Teeth	85
Rear Planetary Gear		The No. of Sun Gear Teeth	32
		The No. of Pinion Gear Teeth	21
		The No. of Ring Gear Teeth	75
Counter Gear		The No. of Drive Gear Teeth	52
		The No. of Driven Gear Teeth	53

■ATF (AUTOMATIC TRANSMISSION FLUID) WS

- The ATF WS is used to reduce the resistance of the ATF and ensure fuel economy by reducing its viscosity in the practical operation range. At the high-temperature end, its viscosity is the same as that of the ATF Type T-IV, which ensures the durability of the automatic transaxle.
- There is no interchangeability between the ATF WS and other types of ATFs (ATF Type T-IV, D-II).



Service Tip

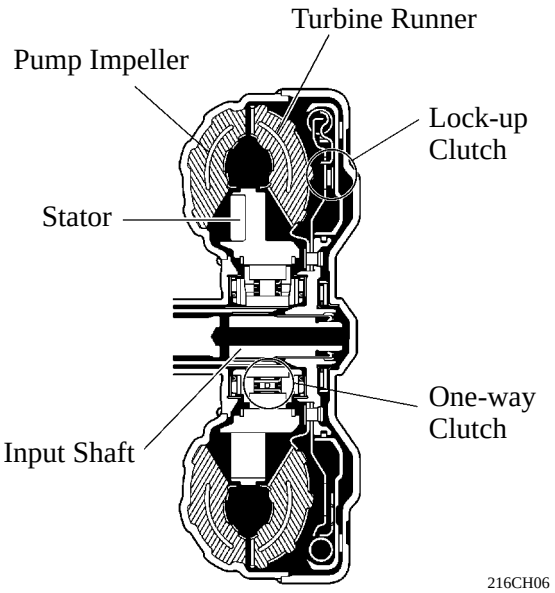
- The color of the ATF level gauge used in the ATF WS has been changed to black. (Orange was used in the ATF Type T-IV on the previous model.)
- If a vehicle with a transaxle filled with ATF WS is replenished with another type of ATF, the vehicle might not start off at extremely low temperatures.

■TORQUE CONVERTER

- This torque converter has optimally designed fluid passages and impeller configuration resulting in substantially enhanced transmission efficiency to ensure good starting, acceleration and fuel economy.
- Furthermore, a hydraulically operated lock-up mechanism which cuts power transmission losses due to slippage at medium and high speeds is used.

▶ Specification ◀

Torque Converter Type	3-Element, 1-Step, 2-Phase (With Lock-up Mechanism)
Stall Torque Ratio	2.0



■OIL PUMP

The oil pump is combined with torque converter, lubricates the planetary gear units and supplies operating pressure to the hydraulic control.

