

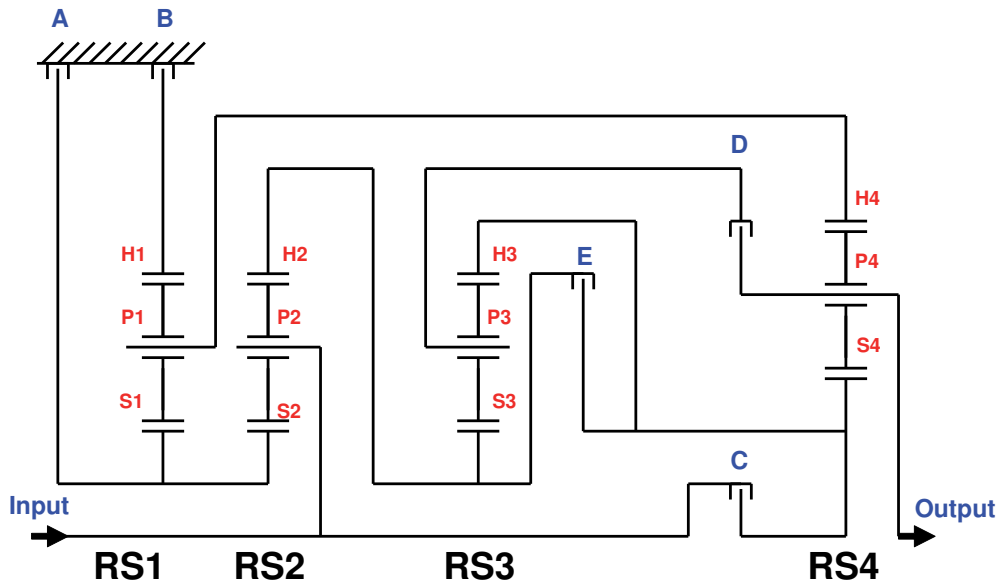
Transmission ratios

The transmission ratios in the various gears are obtained by the torque being applied by various elements of the planetary gear train whilst other elements are braked. The force is always transferred via the planet carrier of the 4th planetary gear train (see description headed "Power flow in the various gears").

The mechanical transmission is as follows:

Gear:	1.	2.	3.	4.	5.	6.	7.	8.	R
Transmission ratio:	4.7	3.13	2.1	1.67	1.29	1	0.84	0.67	R
Ratio spacing:	1.5	1.49	1.26	1.3	1.29	1.19	1.25		-3.3
Total:	7,05								

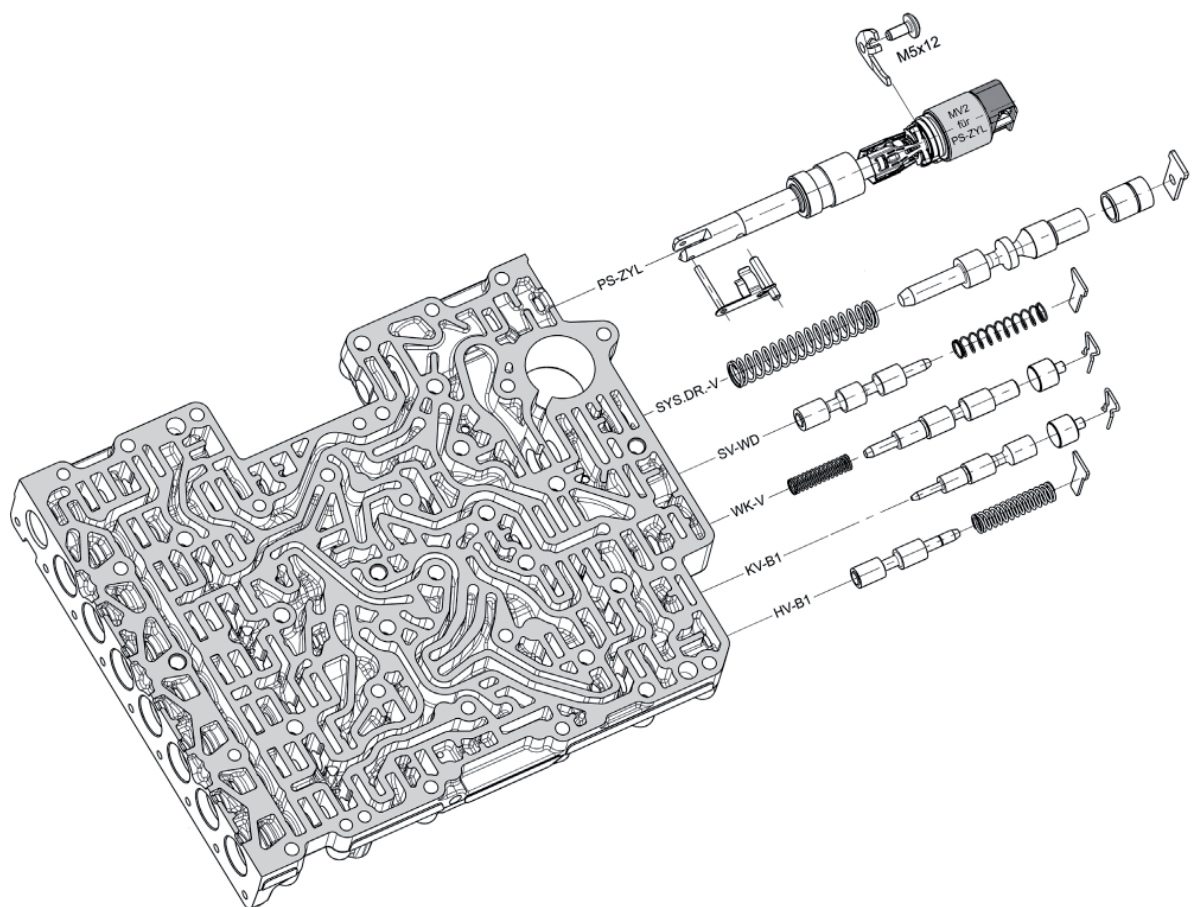
Schematic diagram of 8 HP ... transmission



Gear	Brake		Clutch			Ratio i	Ratio step
	A	B	C	D	E		
1	●	●	●			4,714	1,50
2	●	●			●	3,143	
3		●	●		●	2,106	1,49
4		●		●	●	1,667	1,26
5		●	●	●		1,285	1,30
6			●	●	●	1,000	1,28
7	●		●	●		0,839	1,19
8	●			●	●	0,667	1,26
R	●	●		●		-3,317	Total 7,071

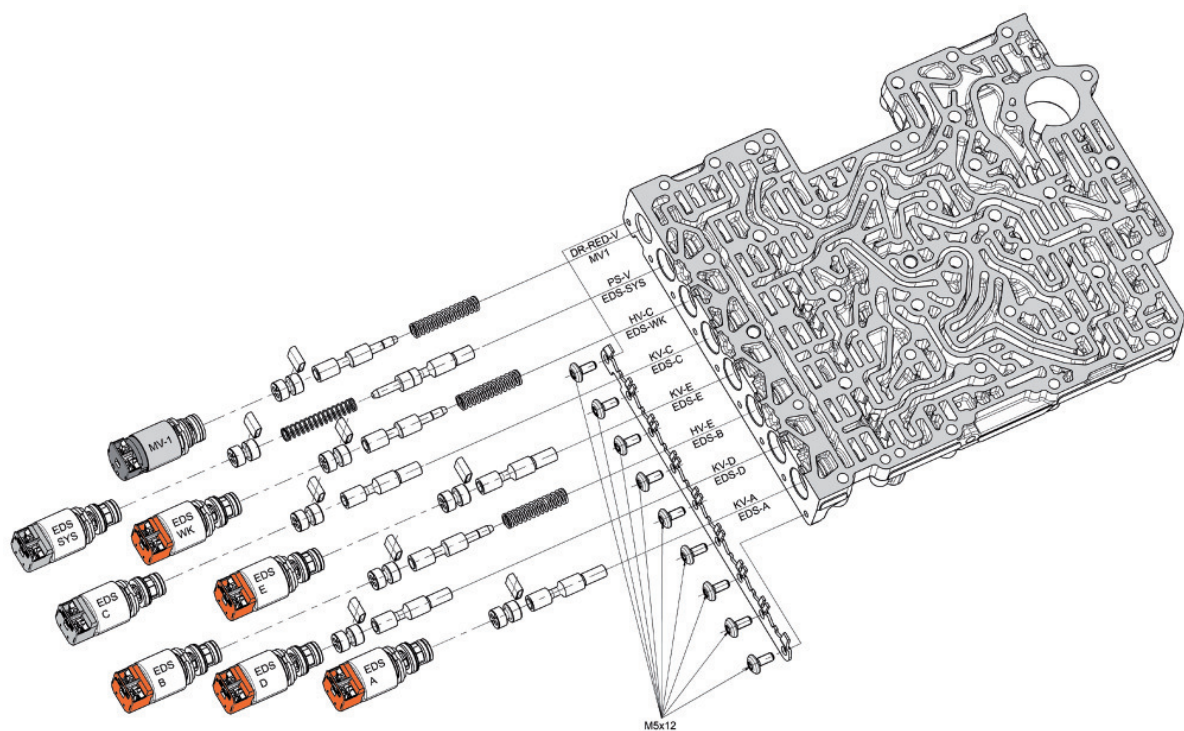
Position of the valves in the valve housing (Standard)

PS-ZYL	=	Park lock cylinder
SYS-DR.-V	=	System pressure valve
SV-WD	=	Control valve converter pressure
WK-V	=	Converter clutch valve
KV-B1	=	Clutch valve brake B1
HV-B1	=	Pressure-holding valve brake B1
MV2 for PS-ZYL	=	Solenoid valve 2 for parking lock cylinder



Position of the valves in the valve plate (Standard)

MV1	=	Solenoid valve 1 (position valve)
EDS-SYS	=	Electronic pressure control valve for system pressure
EDS-WK	=	Electronic pressure control valve for lock-up clutch
EDS-C	=	Electronic pressure control valve for clutch C
EDS-E	=	Electronic pressure control valve for clutch E
EDS-B	=	Electronic pressure control valve for brake B
EDS-D	=	Electronic pressure control valve for clutch D
EDS-A	=	Electronic pressure control valve for brake A



DR-RED-V	=	Pressure reduction valve
PS-V	=	Position valve
HV-C	=	Pressure-holding valve clutch C
KV-C	=	Clutch valve clutch C
KV-E	=	Clutch valve clutch E
HV-E	=	Pressure-holding valve clutch E
KV-D	=	Clutch valve clutch D
KV-A	=	Clutch valve brake A