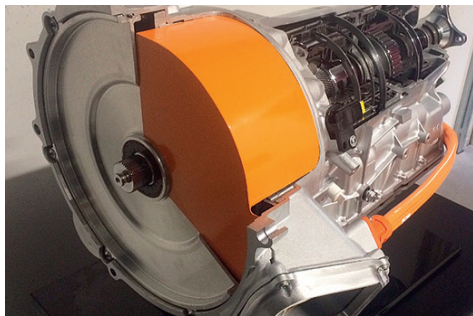


6LP2 - 6 speed hybrid transmission

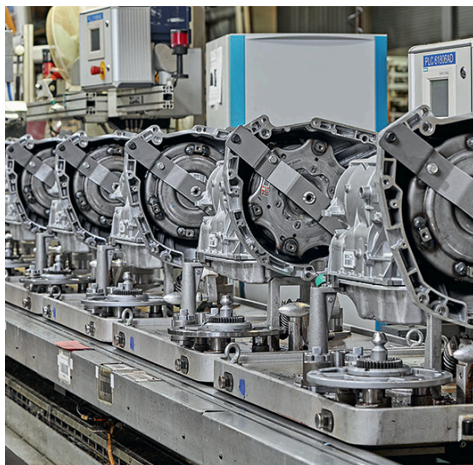
6 speed RWD/AWD

Electronic control with parallel hybrid module and disconnect Clutch

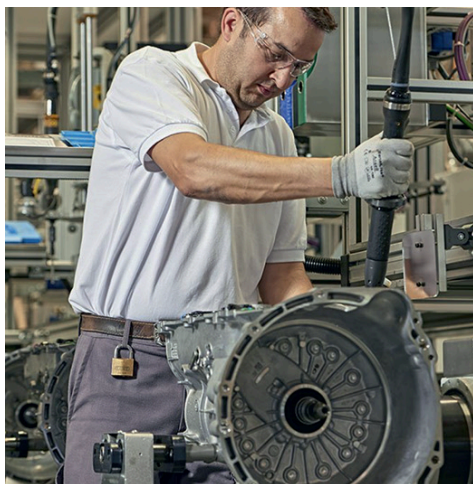
Clutch-to-clutch architecture with integrated Electro/Hydraulic controls module



European research & development



Assembly on Dumarey Powerglide production lines in Strasbourg



Verification and assembly

Technical specifications

Electric machine	Permanent magnet synchronous machine Cooling by water and oil 450 Arms current peak 275 Nm peak 90 kW peak
Internal combustion engine (ICE)	450 Nm max
Maximum transmission input torque & power	650 Nm / 235 kW
Gear ratio	Output speed / Input speed
First	1 / 4.056
Second	1 / 2.371
Third	1 / 1.551
Fourth	1 / 1.157
Fifth	1 / 0.853
Sixth	1 / 0.674
Reverse gear	1 / -3.2
Max Upshift speed	700 rpm
Validated vehicle weight	GVW: 3200 kg
Case description	3-piece (bell, main, extension)
Carter material	Injected aluminium
Shift command	Shift command based on hybrid mode selected
Shift quality	Five variable selenoids
Clutch disconnect	One variable selenoid
Fluid type	DEXRON VI®
Transmission weight	120 kg estimated
Available pressure taps	Line pressure
Assembly site	Dumarey Powerglide Strasbourg
Drive modes	Electric mode Pure ICE mode Hybrid mode Electrical regeneration mode at standstill
Available control features	Driver shift control (Tap Up / Tap Down) Enhanced Performances Algorithm Shifting (PAS) Altitude and temperature compensation Auto adaptative shift quality Reverse lockout Automatic grade braking
Additional features	Integral Electro/Hydraulic Control Module (Tehcm) Control interface protocol - GMLAN Engine Stop Start

