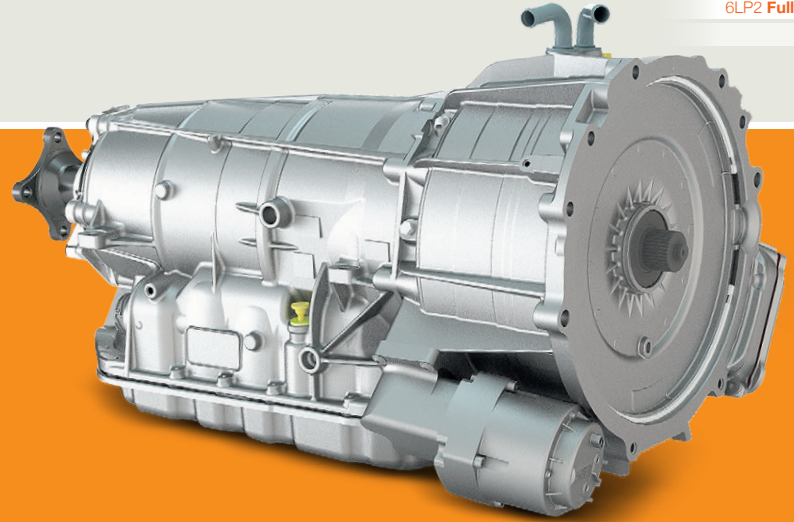
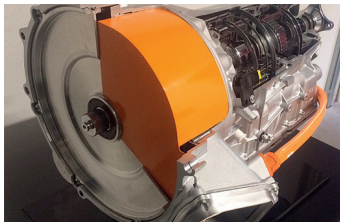


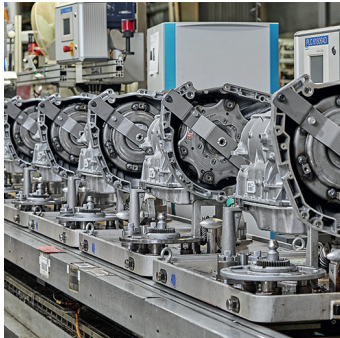
6LP2 Hybrid 6 speed transmission



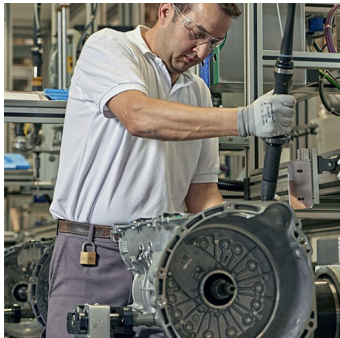
6 speed RWD/AWD.
 Electronic control with parallel hybrid module and disconnect clutch.
 Clutch-to-clutch architecture with integrated Electro/ Hydraulic controls module.



European Research and Development



Assembly on PUNCH 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 / 4.065
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	7000 rpm
Validated vehicle weight	GVW: 3200 kg
Case description	3-piece (Bell, main, extension)
Carter material	Injected aluminum
Shift command	Shift command based on hybrid mode selected
Shift quality	Five variable solenoids
Clutch disconnect	One variable solenoid
Fluid type	DEXRON® VI
Transmission weight	120 kg estimated
Available Pressure taps	Line pressure
Assembly site	PUNCH 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 Performance Algorithm Shifting (PAS) Altitude and Temperature Compensation Auto adaptive shift quality Reverse Lockout Automatic Grade Braking
Additional features	Integral Electro/Hydraulic Controls Module (Tehcm) Control Interface Protocol - GMLAN Engine Stop Start