



MT-00008

- |                            |                            |                          |
|----------------------------|----------------------------|--------------------------|
| (1) Oil guide              | (16) Return spring         | (31) Transfer drive gear |
| (2) Gasket                 | (17) O-ring                | (32) Ball bearing        |
| (3) Transfer case          | (18) Adjusting select shim | (33) Extension case      |
| (4) Ball                   | (19) Reverse check sleeve  | (34) Oil seal            |
| (5) Reverse accent spring  | (20) Gasket                | (35) Dust cover          |
| (6) Gasket                 | (21) Neutral switch        | (36) Shift bracket       |
| (7) Plug                   | (22) Gasket                | (37) Snap ring           |
| (8) Oil seal               | (23) Back-up light switch  |                          |
| (9) Snap ring (Inner)      | (24) Roller bearing        |                          |
| (10) Reverse check plate   | (25) Transfer driven gear  |                          |
| (11) Reverse check spring  | (26) Roller bearing        |                          |
| (12) Reverse return spring | (27) Adjusting washer      |                          |
| (13) Reverse check cam     | (28) Ball bearing          |                          |
| (14) Reverse accent shaft  | (29) Center differential   |                          |
| (15) Return spring cap     | (30) Adjusting washer      |                          |

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.65, 4.7)

T2: 9.75 (1.0, 7.2)

T3: 24.5 (2.5, 18.1)

T4: 26 (2.7, 20)

T5: 40 (4.1, 29.7)

# Nissan Ud 1400 Manual Transmission Gear Ratio

**Shinsei Maruyama, Society of  
Automotive Engineers**



## **Nissan Ud 1400 Manual Transmission Gear Ratio:**

*Public Works Manual* ,1995      *Fleet Owner* ,2003      **Chilton's Commercial Carrier Journal for Professional Fleet Managers** ,1993      **Gear Ratio Investigation of Automotive Manual Transmission** Muhamad Amir Shah Arif Harun,2007 Investigation of manual transmission purpose is to train mal year student for hands on and automotive investigation experience In this investigation of manual transmission two analyses have done First analysis is about how gear ratio influence vehicle performance curve Vehicle performances are determined not only by engine performance but also by transmission gear ratios differential gear reduction ratio and tires Second analysis is about size gear shaft design of gear shaft is influence by size of vehicle For example truck and small car have different of size gear shaft The second analysis prove why design of gear shaft influence by size of vehicle Cosmoswork are using in second analysis for test Stress deformation strain displacement in gear shaft at different size Investigation of manual transmission need to documentation because it will be best reference for student who s involved in fabrication of manual transmission This report have explain how to using Cosmoswork and calculation for produce vehicle performance curve from gear ratio Author      **An Easy Way to Know the Gear Ratio of Automatic Transmission by Using the Relative Speed Diagram** Shinsei Maruyama,Society of Automotive Engineers,1982      How To Rebuild and Modify Your Manual Transmission Robert Bowen, This resource explains how to rebuild and modify transmissions from both rear and front wheel drive cars It explains the principles behind the workings of all manual transmissions and helps readers understand what they need to do and know to rebuild their own transmissions Includes how to determine what parts to replace how and why to replace certain seals spacers springs forks and other parts and where to find and how to measure the specifications for each particular transmission      Passenger Car and Light Truck Automatic Transmission and Automatic Transaxle Test Code Automatic Transmission and Transaxle Committee,2015 The extent of test conditions on the dynamometer must be sufficient to determine the efficiency characteristics corresponding to the following range of vehicle operations in all gear ratios with locked torque converters open converter can also be done where appropriate and noted aEfficiency versus output speed versus input torque bTorque ratio versus output speed cInput speed versus output speed dOutput torque versus output speed eParasitic loss versus input speed spin losses fCooler flow gOutput torque bias front wheel drive transaxles This Recommended Practice had defined a test procedure and process which gave a reasonably complete description of the efficiency and performance of a 20th century automatic transmission With the introduction of electronic controls the number of parameters which control the transmission s operation have expanded extensively and these need to be defined for each test The interaction between the transmission the environment the engine the cooling and other systems have also made test definition very difficult and complex Finally the diversity the rapid changes and the component complexity introduced by electric and hybrid drive system combine with the above difficulties to make it impractical to define a Recommended Practice which could provide a

meaningful description of performance and efficiency of 21st century automotive transmissions The existing Recommended Practice J651 is being stabilized to preserve the test procedures for future reference      **Automatic Transmissions:**

**Automotive** Mathias F. Brejcha,1973

**Gear Ratio Optimization of One- and Two-speed Transmissions for**

**Fully-electric Vehicles** Kevin Chen (M.S. in Engineering),2017 Currently electric vehicles use a transmission with a single speed fixed gear ratio optimized for performance This work features the development of a framework to optimize the gear ratio for a given vehicle design motor efficiency map motor noise spectrum and transmission noise spectrum The framework provides a methodology for designing the optimization problem to be solved using derivative free optimization methods As electric vehicles become increasingly prevalent in the global automotive market the need to develop multi speed transmissions to provide a competitive edge against other electric vehicles This work also explores the optimization of gear ratios for a two speed transmission and identifies a corresponding switching point to switch between the two ratios Using the same methodology the optimization problem is formatted such that derivative free optimization methods can be used to solve the optimization problem quickly and efficiently Utilizing the framework developed the program was able to identify an optimal gear ratio for a single speed transmission in about half the time it took a brute force search method to the same The two speed optimization process completed about 50 times faster than the brute force search In both cases the result returned by the optimization process was compared against the brute force search result to confirm global optimality The single speed gear ratio optimization the two speed gear ratio optimization and the two speed switching point optimization reliably located a global optimum

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