

2. Major Difference

- The following changes have been made from the A650E automatic transmission used on the previous model.

Component	Function
Fluid Type	Fluid type has been changed from the ATF Type T-IV to the ATF WS.
Oil Pump	The material of the pump cover has been changed to reduce weight from steel to aluminum.
Oil Strainer	The strainer has been changed from the metal mesh type (metal case) to the felt type (plastic case).
ATF Filling Procedures	ATF filling procedures has been changed.
Planetary Gear Unit	- The O/D planetary gear has been discontinued. - The front planetary carrier made of aluminum has been adopted. - Bearings in the center and rear planetary gear units have been changed from the needle roller bearing to the cage and roller bearing. - A centrifugal fluid pressure canceling mechanism has been adopted in the C₁, C₂, C₃, and C₄ clutches.
Valve Body Unit	- Solenoid valve SLN has been discontinued and three solenoid valves (SL1, SL2, SR) have been added. - Solenoid valve has been made compact and lightweight.
Electronic Control System	The following controls have been changed or adopted. - Shift timing control has been changed. - Clutch pressure control has been changed. - Lock-up clutch control has been changed. - Flex lock-up clutch control has been changed. - Orifice switching control has been adopted. - Multi-mode automatic transmission has been adopted.

- The following changes have been made from the A750F automatic transmission used on the LX470.

Component	Function
Fluid Type	Fluid type has been changed from the ATF Type T-IV to the ATF WS.
Oil Strainer	Type of the strainer has been changed from the metal mesh type to the felt type.
ATF Filling Procedures	ATF filling procedures has been changed.
Planetary Gear Unit	- The 6-speed configuration has been achieved without increasing the number of planetary gears. - C₄ clutch and F₄ one-way clutch have been added. - High μ (coefficient) friction material has been adopted on the B₄ brake. - Bearings in the center and rear planetary gear units have been changed from the needle roller bearing to the cage and roller bearing.
Valve Body Unit	- Two solenoid valves (S3, S4) have been added. - Solenoid valve S2 has been changed from 2-way to 3-way. - Solenoid valve has been made compact and lightweight.
Electronic Control System	The following controls have been changed or adopted. - Shift timing control has been changed. - Lock-up clutch control has been changed. - Flex lock-up clutch control has been changed. - Orifice switching control has been adopted. - Multi-Mode Automatic Transmission has been adopted.