

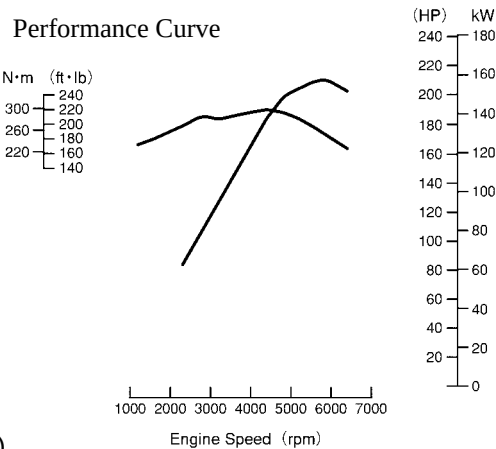
PERFORMANCE

*Powerful, smooth driving with consideration for the environment.
Driving performance with polish and distinction.*

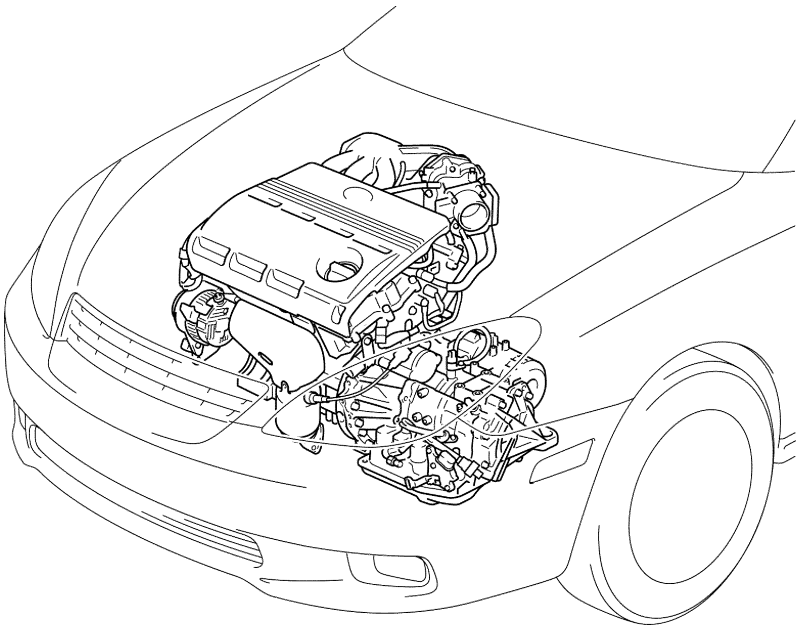
Main Mechanism – Power Train

Engine	
Type	1MZ-FE 90° V6, aluminum block and heads, certified ULEV (Ultra Low-Emission Vehicle)
Displacement	2,995 cm ³ (182.7 cu. in.)
Bore × Stroke	87.5 × 83.0 mm (3.44 × 3.27 in.)
Valve Train	Four cam, four valves per cylinder, with VVT-i (Variable Valve Timing -intelligent)
Compression Ratio	10.5 : 1
Intake	ETCS-i, ACIS, Air Intake Control System
Maximum Output [SAE-NET]	156 kW @5,800 rpm (210 HP @5,800 rpm)
Maximum Torque [SAE-NET]	298 N·m @4,400 rpm (220 ft·lbf @4,400 rpm)

Performance Curve



211MO13



211MO50

Transaxle

Type	U150E 5-speed automatic Transaxle [5 Super ECT (Electronically Controlled Transaxle)], engine/transaxle networking, road condition support control
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1MZ-FE Engine

ETCS-i (Electronic Throttle Control System – intelligent)

With the adoption of the ETCS-i, which controls the throttle valve by means of a motor, optimum engine control has become possible under road conditions.

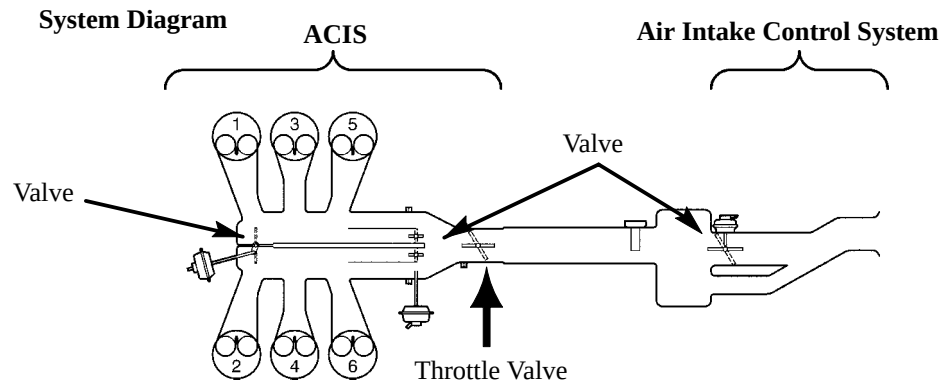
Acoustic Control Induction System (ACIS)

The ACIS is a system that regulates the valves on the intake manifold to switch the length and area of the intake manifold among 3 stages according to engine speed and throttle opening. High output is thus achieved in low, middle, and high speed ranges.

Air Intake Control System

A new air intake control system has been adopted. This system regulates a valve on the suction pipe valve to switch the intake passage between 2 stages according to engine speed and throttle opening.

In the low speed range, the utilization of one passage reduces suction noise; in the high speed range, with the utilization of two passages, high output is achieved.



211MO47

U150E Automatic Transaxle

The compact and high-capacity 5-speed U150E automatic transaxle [5 Super ECT (Electronically Controlled Transaxle)] has been newly adopted to match the output characteristics of the 1MZ-FE engine.

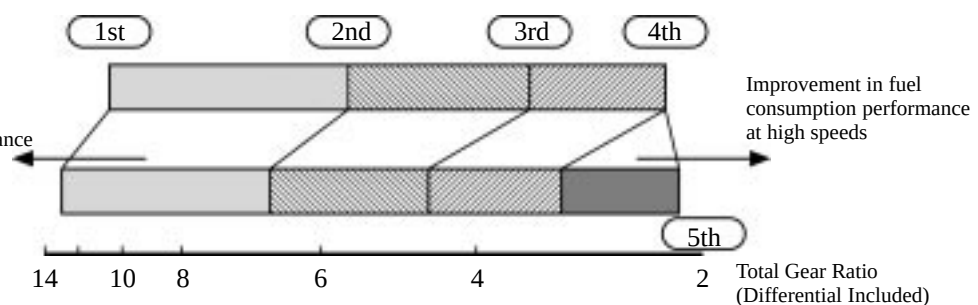
Compared to the previous 4-speed U140E automatic transaxle, the 5-speed U150E automatic transaxle has a wider gear ratio, with the aim of improving take-off and acceleration performance as well as fuel economy during high speed driving.

Total Gear Ratio

U140E
'01 ES300

Improvement in
acceleration performance

U150E
'02 ES300



211MO48

<Specifications>

Item	Gear Ratio (Counter Gear Ratio Included)						Differential Gear Ratio
	1st	2nd	3rd	4th	5th	Reverse	
U150E	3.938	2.194	1.411	0.973	0.703	3.141	3.478
U140E	3.938	2.194	1.411	1.019	—	3.141	2.642