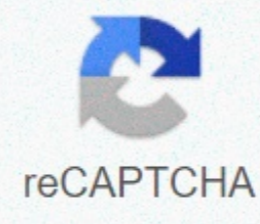




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## Dodge neon manual transmission problems

If you're driving a stick-shift car, you may have a few questions floating in your head. How does the funny H pattern that I'm moving this shift knob through have any connection to the gears inside the transmission? What moves inside the gearbox when I move the shifters? Advertising When you mess up and hear that horrible grinding sound, what is actually grinding? What would happen if I accidentally moved backwards while I was speeding up the highway? Does the entire transmission explode? In this article, we will answer all these questions and not only when we explore the interior of the manual transmission. Cars need gearboxes because of the physics of the petrol engine. First, each engine has a red line — the maximum speed above which the engine cannot pass without exploding. Secondly, if you read How power works, then you know that engines have narrow rpm ranges where power and torque are at their maximum. For example, an engine can produce a maximum power of 5,500 rpm. The gearbox allows you to change the gear ratio of the engine and drive wheels as the car accelerates and slows down. You change gears so that the engine can stay under the red and near the best performance rpm band. Ideally, the gearbox would be so flexible that the engine could always operate at a single, best-efficient rpm value. This is the idea of stepless transmission (CVT). We'll talk about it further. The content of the continuously variable transmission (CVT) has an almost infinite gear ratio. In the past, CVTs could not compete with a four-speed and five-speed transmission in terms of cost, size and reliability, so you didn't see them in production cars. Nowadays, design improvements have made CVTs more common. The gearbox is connected to the engine by a clutch. The gearbox input shaft therefore rotates at the same speed as the engine, which improves both power output and fuel consumption. CVTs have become commonplace in hybrid cars because they are much more efficient than both manual and traditional automatic transmissions, and their popularity grew from there as car manufacturers competed for the best possible fuel economy ratings. At the end of 2016, one in four cars sold in the United States was equipped with CVT. CVT has its drawbacks; First of

all, it can be slow to drive because it is designed for performance rather than fun. However, as many drivers choose to move away from the manual transmission, resulting in fewer manuals being offered, CVT continues to increase its presence. CVT also works best in small cars with small engines, which is why most trucks and large SUVs still use traditional automation. You How CVTs work for even more information on continuous transmission variable Now let's look at a simple transmission. To understand the basic idea of standard transmission, the diagram on the left shows a very simple two-speed gearbox in neutral. Let's look at each part in this diagram to understand how they fit together: The green shaft comes from the motor through the clutch. The green shaft and green transmission are connected as a single unit. (A clutch is a device that allows the engine and transmission to be connected and disconnected.) When the clutch pedal is pressed, the engine and transmission are disconnected so that the engine can operate even when the car is stationary. When the clutch pedal is released, the motor and the green shaft are directly connected to each other. The green shaft and transmission rotate at the same speed as the engine. The red shaft and gears are called the lactation shaft. They are also connected as a single element, so all the gears on the layshaft and the layshuer shaft itself rotate as one unit. The green shaft and the red shaft are directly connected by means of mesh gears so that when spinning the green shaft, just like the red shaft. In this way, the candle shaft receives power directly from the motor every time the clutch is switched on. The yellow shaft is a shaft that connects directly to the drive shaft through the differential with the drive wheels of the car. If the wheels rotate, the yellow shaft spins. Blue gears ride on the bearings, so they rotate on the yellow shaft. If the engine is off but the car is coasting, the yellow shaft can rotate inside the blue gears while the blue gears and layshaft are stationary. The purpose of the flange is to connect one of the two blue gears to the yellow drive shaft. The flange is connected, through splines, directly to the yellow shaft and rotates with a yellow shaft. However, the flange may move left or right along the yellow shaft to turn on one of the blue gears. The teeth on the collar, called the dog's teeth, fit into the holes on the sides of the blue gears to engage them. Now let's see what happens when you move to the first gear. The Photo ad on the left shows how, when you move to the first gear, the purple collar turns on the blue gear on the right. As the graphics show, the green roller from the engine rotates the lay shaft, which rotates the blue gear to the right. This gear transmits its energy through the flange to drive the yellow drive shaft. Meanwhile, the blue gear on the left turns, but is freewheeling on its bearing, so it has no effect on the yellow shaft. When the flange is between two gears (as shown in the figure on the previous page), the gearbox is neutral. Both blue gears on the yellow shaft at different speeds controlled by their ratio to the layshaft shaft. Advertising From this you can answer a few questions: When you make a mistake when changing a change horrible grinding sound, you can't hear the sound of toothed teeth mis-meshing. As you can see from these schemes, all gear teeth are fully meshed at all times. Grinding is the sound of the dog's teeth trying unsuccessfully to engage the holes in the side of the blue run. The broadcast shown here does not have synchros (discussed later in the article), so if you are using this transmission you would need to double-clutch it. Double coupling was common in older cars and is still common in some modern racing cars. In double coupling mode, you first press the clutch pedal to disconnect the engine from the gearbox. This removes the pressure from the dog's teeth so that the collar can be moved to neutral. Then you release the clutch pedal and turn the engine to the right speed. The correct speed is the Speed at which the engine should operate in the next gear. The idea is to get the blue gear of the next gear and collar by rotating at the same speed so that the dog's teeth can engage. Then press the clutch pedal again and lock the flange in the new gear. With each gear change you need to double press and release the clutch, hence the name of the double coupling. You can also see how the small linear movement in the gear shift knob allows you to change gears. The gear shift knob moves the rod connected to the fork. The fork moves the collar on the yellow shaft to turn on one of the two gears. In the next section we will look at the real broadcast. Four-speed manual transmissions are largely obsolete, and 5- and six-speed transmissions take their place as more common options. Some performance cars may offer even more gears. However, they all work roughly the same, regardless of the number of gears. Internally, it looks something like this: There are three forks controlled by three bars, which are turned on by the gear shifter. When looking at shift bars from above, they look like this in reverse, first and second gear: Advertising Remember that the gear shifter has a pivot point in the middle. When you press the knob forward to turn the first gear, you are actually pulling the rod and fork on the first gear back. You can see that when you move the shifter to the left and right you engage different forks (and therefore different collars). Moving the knob forward and backward moves the flange to turn on one of the gears. The reverse gear is operated by a small idling run (purple). At all times, the blue reverse gear in the chart above rotates in the opposite direction to all other blue gears. Therefore, it would be impossible to throw the gearbox backwards when the car is moving forward; dog's teeth will never get involved. However, they will make a lot of noise. Synchronizers Manual transmissions in modern synchronizers or synchros to eliminate the need for double coupling. The aim of synchro is to collar and gear to make contact with friction before the dog's teeth make contact. This allows the flange and gearboxes to synchronize speeds before the teeth have to get involved, so: The blue-gear cone matches the cone-shaped area in the flange, and the friction between the cone and the flange synchronizes the flange and gear. The outer part of the collar then slips so that the dog's teeth can turn on the tools. Each manufacturer implements broadcasts and synchros in different ways, but this is a general idea. The automated manual transmission is perhaps better known and more accurately described as dual-clutch automatic and is an increasingly popular option. Although the dual-clutch automatic transmission has become popular in high-end performance cars such as Porsche and Audi, it is increasingly available on more popular models. The dual-clutch automatic operates via two clutches, which are controlled by the car's computer network and do not require any input from the driver. As we have already discussed, when the clutch in the manual transmission is switched on, it disconnects the engine from the gearbox to allow for change. The dual-clutch vending machine operates two different gears at once, which completes the shift, bypassing the power off stage. This allows for a much faster dual-clutch transmission pass rate as there is no pause while the engine and gearbox try to fit together. Advertising The car is faster because there is no power outage, the ride is smoother because it is impossible to indicate the moment of gear shifting, and the fuel consumption is better, because there is no loss of power for inefficient changes. You can read more details about dual-clutch transmissions here. It is worth noting that some cars with dual-clutch automation offer a manual shifting mode, usually using vane shifters mounted on the steering wheel, but the experience is not the same. Some performance enthusiasts may complain about losing the row-it-yourself experience because manual gear shifting is a nice skill for training and excellent, but if speed is the ultimate goal, it's hard to argue with the results of an automated manual transmission. According to U.S. News & World Report data, at the end of 2016, only 5 percent of new vehicles were sold with manual transmission. That's down from a peak of about 25 percent in 1987. Even if you are one of the rare car buyers who prefers to run a manual, you will have difficulty finding it the next time you go to the showroom. Some manufacturers keep the manual around as an excuse to charge more for automatic or CVT, but the reverse side of this is that it is difficult to get a well-equipped car with manual transmission. If you need options such as engine or all-wheel drive, these features often appear only in models or trim levels that do not offer manual transmission. Sports cars that To be sure of ways to get manual transmissions, there are also turning towards faster and more efficient automatic options. Ads Car manufacturers say that automatic transmissions are simply better in all respects, especially CVT and dual-clutch options, which we discussed on the previous pages. The real interest in owning a car with manual transmission is on the decline as well, especially since American drivers spend more time sitting in heavy traffic where constantly feathering the clutch pedal can get tiring. As US News reported, as drivers encounter more of these excellent modern vending machines, less are interested in learning how to drive manually. Originally published as 1 Apr 2000 2000

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