
Bios Japan V010017012000 Console 10000bin ((TOP))

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10000bin**

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3.0 Full Download. 1. Field of the Invention The
present invention relates to a vehicle drive device
for transmitting the output of an engine to drive
wheels through a transmission. 2. Description of
Related Art There have conventionally been
known a continuously variable transmission in
which the rotation of an input shaft is changed
into an output shaft through a belt wound around
two pulleys each having its axis of rotation

parallel to the rotation axis of the input shaft while the ratio of the rotation speed between the input shaft and output shaft is continuously changed. As the continuously variable transmission, there have been proposed various continuously variable transmissions in which the axis of rotation of each pulley is continuously changed to change the ratio of the rotation speed between the input shaft and output shaft in response to the driving force acting on the input shaft from the engine so as to continuously adjust the rotation speed of the output shaft. The force of a traction drive belt wound around these two pulleys (hereinafter referred to as “traction drive”) depends on the friction between the traction drive belt and pulleys. Accordingly, the traction drive belt has such a disadvantage that the transmission efficiency (the rate of the output rotation to the input rotation, and the efficiency at the time of high speed rotation) is reduced when the transmission is being operated at high speed. That is, the ratio between the rotation speed of the input shaft and the rotation speed of the output shaft increases as the rotational speed of the input shaft increases so that the amount of the traction drive belt wound around the two pulleys decreases, thereby reducing the force of

the traction drive belt. As a result, the power transmission efficiency is reduced, which may lead to deterioration in the durability of the transmission. Also, when the input shaft is operated in a state where a power loss is generated in the continuously variable transmission, it is required to supply the surplus power generated in the continuously variable transmission to the engine in order to keep the engine in an operating condition. In this case

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