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(54) **Title:** A CONTINUOUSLY VARIABLE TRANSMISSION AND METHOD FOR CONTROLLING THE SAME

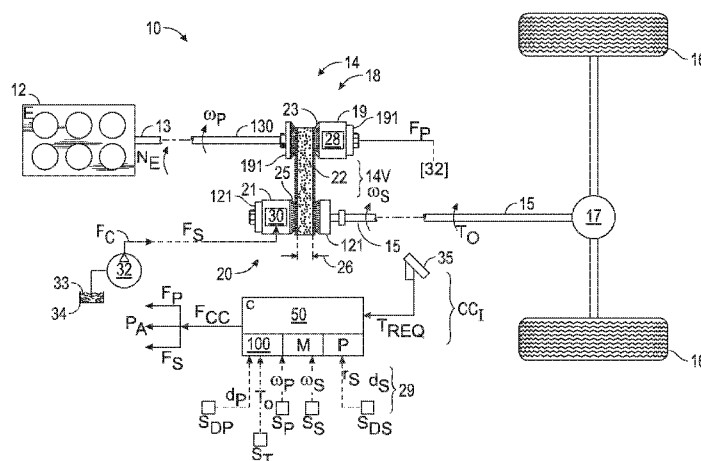


FIG. 1

(57) **Abstract:** A continuously variable transmission (CVT) (14) includes a drive pulley (18), a driven pulley (20), and an endless rotatable device (22) coupled between the drive and driven pulleys (18, 20). The drive pulley (18) and the driven pulley (20) each include pulley teeth (19T, 21T), and the endless rotatable device (22) includes device teeth (22T). A controller (50) can control the operation of the CVT and can execute the following instructions: (a) receiving a torque request while the device teeth (22T) are mating with the pulley teeth (19T, 21T); (b) determining whether the torque request direction is opposite to the input torque direction; (c) determining whether a current clamping force applied by an actuator (28, 30) to the drive pulley (18) is sufficient to change the direction of the torque transmitted by the drive pulley (18); and (d) commanding the actuator (28; 30) to increase the current clamping force when the current clamping force is not sufficient to change the direction of the torque transmitted by the drive pulley (18).

A CONTINUOUSLY VARIABLE TRANSMISSION AND METHOD FOR CONTROLLING THE SAME

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TECHNICAL FIELD

[0001] The present disclosure relates to a continuously variable transmission (CVT) and a method for controlling the same.

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BACKGROUND

[0002] A CVT is a power transmission providing infinite variability of speed ratios within a calibrated range. That is, while conventionally-gearred transmissions typically use planetary gear sets and multiple rotating and/or braking clutches to establish a desired speed ratio, a CVT instead uses a variator assembly with a pair of variable-diameter pulleys to transition anywhere within the calibrated range of speed ratios.

SUMMARY

[0003] The present disclosure describes a CVT including a drive pulley, a driven pulley, and an endless rotatable device (e.g., chain) coupled between the drive pulley and the driven pulley. The drive pulley and the driven pulley each include pulley teeth, and the endless rotatable device includes device teeth configured to mate with the pulley teeth. The presently disclosed CVT can operate in a friction drive mode and a fixed gear/positive engagement mode. In the friction drive mode, the CVT relies on the friction between the endless rotatable device and drive and driven pulleys to transmit torque. In the fixed gear/positive engagement mode, at least some of the pulley teeth mate with the device teeth in order to transmit torque.

[0004] When operating in the fixed gear/positive engagement mode, the CVT may experience an impact during a torque direction reversal due to the lash between the two transmission components (i.e., the lash-induced impact). In the present disclosure, the term “lash” means the amount of free motion between two components (e.g., gear teeth).

The present disclosure describes a method for minimizing the lash-induced impact in the CVT during a torque direction reversal.

[0005] In an embodiment, the CVT can operate according to a method suitable to minimize the lash-induced impact during a torque direction reversal. In one embodiment, the method includes the following steps: (a) receiving, via a controller, a torque request while the drive pulley of the CVT transmits torque in an input torque direction and the device teeth are mating with the pulley teeth, wherein the torque request includes a torque request magnitude and a torque request direction; (b) determining, via the controller, whether the torque request direction is opposite to the input torque direction; (c) determining, via the controller, whether a current clamping force applied by an actuator to the drive pulley is sufficient to change a direction of a torque transmitted by the drive pulley from the input torque direction to the torque request direction when the torque request direction is opposite to the input torque direction; and (d) commanding, via the controller, the actuator to increase the clamping force applied to the drive pulley when the current clamping force is not sufficient to change the direction of the torque transmitted by the drive pulley from the input torque direction to the torque request direction. The present disclosure also describes CVT assemblies and vehicles including a CVT capable of operating according to the method described above.

[0006] The above features and advantages and other features and advantages of the present disclosure are readily apparent from the following detailed description when taken in connection with the accompanying drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

[0007] FIG. 1 is a schematic illustration of an example vehicle having an internal combustion engine and a fixed gear/positive engagement continuously variable transmission (CVT) controlled as set forth herein;

[0008] FIG. 2 is a schematic illustration of an example fixed gear/positive engagement CVT usable as part of the vehicle shown in FIG. 1 and controllable via the method of FIG. 5;

[0009] FIG. 3 is a schematic, front view of the CVT shown in FIG. 2;

[0010] FIG. 4 is a schematic, side view of the CVT shown in FIG. 2; and

[0011] FIG. 5 is a flow chart describing a method for controlling the CVT shown in FIG. 2.

5 DETAILED DESCRIPTION

[0012] Referring to the drawings, wherein like reference numbers correspond to like or similar components throughout the several figures, an example vehicle 10 is shown schematically in FIG. 1. The vehicle 10 includes a power plant 12, which is shown as an example internal combustion engine (E) but which may be alternatively embodied as an electric machine or other suitable torque generating device. For illustrative consistency, the power plant 12 is described in this disclosure as being an engine 12 without being limited to such a design.

[0013] With reference to FIGS. 1 and 2, the vehicle 10 of FIG. 1 includes a fixed gear/positive engagement continuously variable transmission (CVT) 14 and an associated controller (C) 50. As set forth below in further detail with reference to FIGS. 2 and 5, the controller 50 is configured (i.e., specially programmed in software via computer-readable and implementable instructions embodying a method 100 and sufficiently equipped in hardware) to control a mode transition between the two possible torque transfer modes of the CVT 14 (i.e., a friction drive mode and a fixed gear/positive engagement drive mode).

[0014] In the CVT 14, the friction drive mode provides infinite variability of speed ratios between a lowest and highest possible speed ratio. Such infinite variability continues up until positive engagement is achieved, whereupon a fixed gear ratio is sustained until control conditions warrant a change back to the friction drive mode. The enhancement of the CVT 14 with positive engagement functionality can increase variator efficiency due to a reduced reliance on the hydraulic and/or electromechanical clamping forces ordinarily needed to maintain the friction drive mode.

[0015] The engine 12 includes a crankshaft 13 configured to rotate at an engine speed (N_E). The crankshaft 13 is connected to an input member 130 (e.g., input shaft) of the CVT 14, either directly or indirectly (e.g., via a torque converter or an input/disconnect clutch) depending on the design. The CVT 14 also includes an output member 15 (e.g.,

output shaft). The output member 15 ultimately delivers transmission output torque (T_O) to a set of drive wheels 16 of the vehicle 10 via, by way of example, a final drive or a differential 17.

[0016] The CVT 14 includes a variator assembly 14V having a drive/primary pulley 18 and a driven/secondary pulley 20. The primary pulley 18 is connected to and driven by the input member 130 of the CVT 14. The secondary pulley 20 is connected to and drives an output member 15 of the CVT 14. The CVT 14 also includes an endless rotatable device 22, such as a belt or chain. As used herein, the term “endless rotatable device” refers generally to any closed/endless rotatable drive element or closed-loop of a rubber and/or metal material suitable for transmitting torque from the primary pulley 18 to the secondary pulley 20 within the variator assembly 14V, including a chain or a conventional rubber and metal drive belt. In other words, the term “endless rotatable device” is inclusive of all endless rotatable drive elements of the type usable for transferring torque between pulleys in a CVT such as the CVT 14 of FIG. 1.

[0017] With reference to FIGS. 3 and 4, the endless rotatable device 22 includes a plurality of interspaced device teeth 22T (see FIG. 2) which are used to achieve positive engagement in fixed gear modes of the CVT 14. In addition to the device teeth 22T, the endless rotatable device 22 may include a plurality of links 36, such as chain links, arranged in rows. A plurality of pins 38 interconnects the links 36 to one another. At least some of the pins 38 also couple the device teeth 22T to the links 36. When the CVT 14 operates in the friction drive mode, the pins 38 are in direct contact with the primary pulley 18 and the secondary pulley 20.

[0018] With reference again to FIGS. 1-4, the respective primary and secondary pulleys 18 and 20 each have a pair of pulley sheaves 19 and 21, respectively, each with a respective conical sheave face 23 or 25 defining a variable-width gap 26. The endless rotatable device 22 of the CVT 14 is positioned within the gap 26 and contacts the sheave faces 23 and 25. In the depicted embodiment, the pins 38 (FIG. 4) of the endless rotatable device 22 directly contact the sheave faces 23 and 25 at least when the CVT 14 is operating in the friction drive mode. In the depicted embodiment, engine speed (N_E) acts as an input speed (ω_P) to the primary pulley 18. In other embodiments, another value

other than the engine speed (N_E) may serve as the input speed (ω_P) (e.g., turbine speed when a torque converter is used downstream of the engine 12, rotor speed, etc.). The secondary pulley 20 always rotates at a secondary speed (ω_S).

[0019] The width of the gap 26 may be varied via a movement of a moveable one of the pulley sheaves 19 and/or 21 of each the respective primary and secondary pulleys 18 and 20 to change the speed ratio of the CVT 14. To that end, the vehicle 10 includes respective first and second pulley actuators 28 and 30 responsive to respective primary and secondary force commands (F_P , F_S respectively) to compress the respective primary and secondary pulleys 18 and 20, i.e., to move the pulley sheaves 19 toward each other and/or to move the pulley sheaves 21 toward each other depending on whether the width of the gap 26 on the drive or driven side of the variator assembly 14V is being modified. An example embodiment of the first and second actuators 28 and 30 includes a hydraulic piston/cylinder system, although electromechanical, pneumatic, or other linear actuators may be used in the alternative within the intended inventive scope.

[0020] Each of the pulley sheaves 19, 21 includes a lateral circumferential wall 42 and a circumferential edge 44 between each lateral circumferential wall 42 and the respective sheave face 23, 25. Each of the pulley sheaves 19, 21 defines a sheave angle α , which is an oblique angle defined between the respective sheave faces 23, 25 and the respective circumferential edge 44. The drive pulley 18 also has a radius R_P , and the driven pulley 20 has a radius R_S . The radius R_P of the drive pulley 18 is a distance from the axis of rotation 11P to the circumferential edge 44 of the drive pulley 18. The radius R_S of the driven pulley 20 is a distance from the axis of rotation 11S to the circumferential edge 44 of the driven pulley 18.

[0021] For each of the pulley sheaves 19 and 21, one of the pulley sheaves 19 and 21 is a moveable sheave, in this instance the pulley sheaves 191 and 121. The clamping force (F_C), i.e., arrows F_P and/or F_S depending on which of the pulley sheaves 121 and 191 is being moved, may be provided to the CVT 14 via a fluid pump 32 feeding both the primary and secondary forces (F_P and F_S) as shown, with the fluid pump 32 drawing a suitable fluid 33 such as oil from a sump 34 and circulating the fluid 33 to the CVT 14 via hoses, fittings, and other suitable fluid conduit.

[0022] Each pulley sheave 19 and 21 of FIG. 1 is characterized by a substantially frusto-conical shape, i.e., a cone having its tip or narrow end removed. Each pulley sheave 19 and 21 further includes a respective plurality of pulley teeth 19T and 21T on its sheave faces 23, 25, as best shown in FIG. 2 and described in more detail below. The device teeth 22T, when fully mated with pulley teeth 19T and/or 21T in this embodiment, ensure that rotation of the respective primary or secondary pulleys 18 or 20 causes a rotation of the endless rotatable device to occur and vice versa.

[0023] During operation of the CVT 14, the engine 12 transmits input torque to the primary pulley 18. This causes the primary pulley 18 to rotate. As the primary pulley 18 rotates, the sheave face 23 contacts the endless rotatable device 22. For example, the pins 38 of the endless rotatable device 22 contact the sheave face 23. Friction at an interface between the sheave face 23 and the endless rotatable device 22 causes the endless rotatable device 22 to rotate. Because the endless rotatable device 22 is rotationally coupled to the secondary pulley 20, rotation of the endless rotatable device 22 in turn causes the secondary pulley 20 to rotate. While the endless rotatable device 22 rotates, the actuators 28 and/or 30 may apply force to the pulley sheaves 191 and/or 121 of the first and second pulley 18 and 19, respectively, in order to vary the speed ratio of the CVT 14. Such control decisions may be made by the controller 50.

[0024] The controller 50 used to control the operation of the CVT 14 may be configured as one or more computer devices having memory (M). The controller 50 is in communication with a plurality of sensors 29 and can command a shift or transition between the friction drive mode and the fixed gear/positive engagement drive mode of the CVT 14, via transmission of the positive engagement control signals (P_A) to the CVT 14, i.e., the actuators 28 and/or 30 or another actuator depending on the design.

[0025] The controller 50 may include hardware elements such as a processor (P), circuitry including but not limited to a timer, oscillator, analog-to-digital (A/D) circuitry, digital-to-analog (D/A) circuitry, a digital signal processor, and any necessary input/output (I/O) devices and other signal conditioning and/or buffer circuitry. The memory (M) may include tangible, non-transitory memory such as read only memory (ROM), e.g., magnetic, solid-state/flash, and/or optical memory, as well as sufficient

amounts of random access memory (RAM), electrically-erasable programmable read-only memory (EEPROM), and the like. The method 100 may be recorded in memory (M) and executed by the processor (P) in the overall control of the vehicle 10.

[0026] The controller 50, which is in communication with the first and second
5 actuators 28 and 30, receives a set of control inputs (CC_I) from the plurality of sensors 29 as part of the method 100. The sensors 29 are collectively operable for continuously or periodically measuring the input speed (ω_P) of the CVT 14, the output speed (ω_S) of the CVT 14, the axial linear displacements (d_P , d_S) of each of the drive and driven pulleys 18 and 20, and an input torque T_I of the CVT 14. Therefore, the sensors 29 may include first
10 and second speed sensors S_P and S_S , first and second displacement sensors S_{DP} and S_{DS} , and a torque sensor S_T . The first or primary speed sensor S_P may be connected to a pulley axle 60 (FIG. 2) of the drive pulley 18. The second or secondary speed sensor S_S may be connected to a pulley axle 62 of the driven pulley 20 (FIG. 2). In this embodiment, the speed sensors S_P and S_S directly measure the respective input speed (ω_P) and output or
15 secondary speed (ω_S). The torque sensor S_T may be coupled to the input member 130 of the CVT 14 or the drive pulley 18 of the CVT 14. The input speed (ω_P) and the input torque T_I to the CVT 14 may be measured by the speed sensor S_P , or it may be reported or calculated as a function of engine speed (N_E), e.g., from an engine control unit. The rotational output speed (ω_S) of the secondary pulley 20 may be likewise measured by the
20 speed sensor S_S . The displacement sensors S_{DP} and S_{DS} respectively measure the axial linear displacements (d_P , d_S) of a respective one of the moveable pulley sheaves 191 and 121. The input torque T_I of the drive pulley 18 can be measured by the torque sensor S_T , or determined (e.g., calculated) by the controller 50 based, at least in part, on the input speed (ω_P) of the CVT 14. The input torque T_I of the CVT 14 includes an input torque
25 magnitude T_{IM} and a torque request direction T_{RD} . The controller 50 can determine the input torque magnitude T_{IM} and the torque request direction T_{RD} based on an input from the torque sensor S_T . Alternatively, the controller 50 can determine the input torque magnitude T_{IM} and the torque request direction T_{RD} based, at least in part, on an input from the speed sensors S_P and/or the actions of the vehicle operator via, for example, the
30 operator actuator 35 (e.g., an accelerator pedal).

[0027] The controller 50 can then calculate primary and secondary radii r_P and r_S of the belt positions on the pulleys 18 and 20 respectively, using known geometric design information of the CVT 14 such as its half angle and initial state conditions. That is, the controller 50 is aware at all times of the primary and secondary radii r_P and r_S , which may be stored in its memory M and used as needed in the execution of method 100.

[0028] As part of its overall shift control functions, the controller 50 may also receive or determine an output torque request (T_{REQ}). The output torque request (T_{REQ}) is largely determined by the actions of an operator (e.g., driver) of the vehicle 10, for instance via a throttle request, braking levels, present gear state, and the like. To this end, the vehicle 10 includes an operator actuator 35, such as an accelerator pedal, configured to receive inputs from the driver. In the depicted embodiment, the operator actuator 35 can represent the accelerator pedal, the brake pedal, a combination thereof, or any other suitable actuator capable of communicating the output torque request T_{REQ} to the controller 50. Accordingly, the controller 50 is in communication (e.g., electronic communication) with the operator actuator 35 and can determine the need for a speed ratio change of the CVT 14 in response to the collective control inputs (CC_I) and commands a required clamping force (arrow F_C) via transmission of actuator control signals (arrow F_{CC}) to achieve the desired ratio change at a calibrated rate.

[0029] As part of this strategy, the controller 50 ultimately adjusts the primary and/or secondary forces (F_P and F_S) to the actuators 28 and 30 to control a transition between friction drive and positive engagement drive as explained below with reference to FIG. 5. In some embodiments, the actuator control signals (F_{CC}) may include a separate positive engagement control signal (P_A), for instance when the endless rotatable device 22 or another portion of the CVT 14 is equipped with moveable or deployable teeth or other mechanisms that are commanded on so as to positively engage the CVT 14 and thus enter a fixed gear mode.

[0030] A CVT assembly 40 including the CVT 14 and controller 50 of FIG. 1 are shown in more detail in FIG. 2. In this particular non-limiting example embodiment, the CVT 14 provides fixed gear/positive engagement functionality via direct engagement of its device teeth 22T with the pulley teeth 19T and 21T of the respective pulley sheaves 19

and 21. The device teeth 22T selectively engage (e.g., mate with) the pulley teeth 19T and/or 21T at or near the limits of motion of the sheaves 191 and 121 to thereby achieve a fixed gear ratio.

[0031] The pulley teeth 19T and 21T are annularly arranged on the respective sheave
5 faces 23 and 25, for instance circumscribing an axis of rotation 11P, 11S of respective pulley shafts 60 and 62 of the primary and secondary pulleys 18 and 20. Positive engagement occurs between the pulley teeth 19T or 21T and the device teeth 22T when the rotating endless rotatable device 22 is brought into proximity with the pulley teeth 19T or 21T during a movement of the moveable pulley sheaves 191 and/or 121, such that
10 the device teeth 22T ultimately contact and then engage the pulley teeth 19T and/or 21T. This positive engagement establishes a fixed gear mode.

[0032] The endless rotatable device 22 has a longitudinal center axis 31 as shown. The device teeth 22T may be arranged orthogonally with respect to the longitudinal center axis 31 of the endless rotatable device 22 to extend radially from a lateral edge of
15 the endless rotatable device 22 toward the pulley teeth 19T, 21T. Although omitted from FIG. 2 for illustrative clarity, similar teeth could be provided on the pulley axles 60 and 62, and/or some teeth may be selectively moveable in response to the positive engagement control signals (P_A) of FIG. 1. With respect to the control method 100, the particular design of the CVT 14 is not limiting, provided that the CVT 14 is operable to
20 establish both friction drive and positive engagement modes.

[0033] With respect to the example CVT 14 shown in FIGS. 1 and 2, during some speed ratios the pulley teeth 19T and 21T do not engage with the device teeth 22T. When not positively engaged, the speed ratios are infinitely variable, with torque transmitted solely via friction between the endless rotatable device 22 and the primary and secondary
25 pulleys 18 and 20. As the device teeth 22T come into direct contact with the pulley teeth 19T or 21T, the controller 50 can control the clamping force F_C exerted by the actuators 29 and/or 30 on the drive pulley 18 and/or the driven pulley 20 based, at least in part, on various signals from the sensors 29 (FIG. 1).

[0034] With reference to FIGS. 3 and 4, when the CVT 14 operates in the friction
30 drive mode, at least some of the device teeth 22T are in direct contact with the pulley

teeth 19T and/or 22T. During operation, the drive pulley 18 and the driven pulley 20 rotate about their respect axes of rotation 11P, 11S in a first torque direction R1. In response to a torque request T_{REQ} , the controller 50 may command the CVT 14 to change the torque direction of the drive pulley 18 and the driven pulley 20 from the first torque direction R1 to a second torque direction R2 (which is opposite to the first torque direction R1). In other words, the torque request T_{REQ} may entail a torque direction reversal request. For example, when the vehicle operator performs a tip-out operation, the controller 50 may command the CVT 14 to change the direction of its input torque. In the present disclosure, the term “tip-out operation” refers to an operation in which the vehicle operator releases an accelerator pedal. During the torque direction reversal and while the CVT 14 operates in the fixed gear/positive engagement mode, the endless rotatable device 22 may need to travel a predetermined distance in order to allow the device teeth 22T to engage (e.g., mate with) the pulley teeth 19T and 21T because of a lash L between the pulley teeth 19T and 21T and the device teeth 22T. In the present disclosure, the term “lash” means the amount of free motion between two components (e.g., gear teeth). The “lash” can be measured in terms of the distance between two components. In the depicted embodiment, the lash L is shown as the distance between one of the device teeth 22T and one of the pulley teeth 21T. Because of the lash L between the device teeth 22T and the pulley teeth 19T and 21T, the CVT 14 may experience a lash-induced impact during the torque direction reversal.

[0035] The present method 100 and controller 50 together operate to minimize the lash-induced impact when the torque direction of the CVT 14 is reversed (i.e., during a torque direction reversal). The controller 50 is specifically programmed to minimize the lash-induced impact on the CVT 14 when the torque direction is reversed (i.e., during a torque reversal).

[0036] FIG. 5 is a flowchart of a method 100 for controlling the CVT 14. The general steps of method 100 can also be performed with alternative designs having similar functionality, and therefore the method 100 is not limited to use with the particular CVT 14 described above. Intended benefits of the automatic execution of the method 100 aboard the vehicle 10 via the controller 50 include the achievement of a smoother

transition during a transmission torque reversal, improved drivability, reduced noise, vibration, and harshness, and extended component life.

[0037] The method 100 begins at step 102 (i.e., start block S). Then, the method 100 continues to step 104, in which the controller 50 receives or determines an output torque request T_{REQ} . The output torque request T_{REQ} is at least partly based on the actions of a driver of the vehicle 10, such as a throttle request, braking levels, present gear state, and the like. In step 104, the controller 50 may receive the output torque request T_{REQ} from a control unit, such as an engine control unit or a powertrain control unit. Alternatively, the controller 50 may determine the output torque T_{REQ} itself based at least partly on conditions of the driver actuator (e.g., accelerator pedal or brake pedal). To achieve the output torque request T_{REQ} , the input member 130 of the CVT 14 must transmit certain input torque. Accordingly, the output torque request T_{REQ} necessarily includes a torque request magnitude T_{RM} and a torque request direction T_{RD} . In the present disclosure, the term “torque request magnitude” means the magnitude of the input torque of the CVT 14 necessary to achieve the output torque request T_{REQ} . The term “torque request direction” means the direction of the input torque of the CVT 14 necessary to achieve the output torque request T_{REQ} . Accordingly, in step 104, the controller 50 receives or determines the torque request magnitude T_{RM} and the torque request direction T_{RD} based at least in part on an input signal from the operator actuator 35. After receiving (or otherwise determining) the output torque request T_{REQ} , the method 100 proceeds to step 106.

[0038] In step 106, the controller 50 determines whether the torque request direction T_{RD} is opposite to the current input torque direction T_{ID} . Specifically, the controller 50 compares the torque request direction T_{RD} with the current input torque direction T_{ID} of the CVT 14. In the present disclosure, the term “current input torque direction” means the direction of the input torque of the drive pulley 18 during and/or before the controller 50 receives or determines the output torque request T_{REQ} . As discussed above, the controller 50 can determine the current torque direction T_{ID} based on input from the torque sensor S_T . Alternatively, the controller 50 can determine the input torque magnitude T_{IM} and the current input torque direction T_{ID} based, at least in part, on an input from the speed sensors S_P . It is also contemplated that the controller 50 may determine the current input

torque direction T_{ID} based on inputs from other controllers, such as an engine control unit or a powertrain control unit. Regardless of how the input torque direction T_{ID} is determined, the controller 50 compares the current input torque direction T_{ID} and the torque request direction T_{RD} to determine whether the current input torque direction T_{ID} is opposite to the torque request direction T_{RD} . In other words, the controller 50 determines whether the output torque request T_{REQ} requires a torque direction reversal in the CVT 14. If a torque direction reversal is not required, the method 100 proceeds to step 112 (i.e., end block E). In step 112, the method 100 ends.

[0039] If the current input torque direction T_{ID} is opposite to the torque request direction T_{RD} , then the method 100 proceeds to step 108. In other words, if the output torque request T_{REQ} requires a torque direction reversal in the CVT 14, then the method 100 continues to step 108.

[0040] In step 108, the controller 50 determines whether the clamping force F_C applied by the actuators 28 and/or 30 to the drive pulley 18 is sufficient to change the direction of the torque transmitted by the drive pulley 18 from the input torque direction T_{ID} to the torque request direction T_{RD} when the torque request direction T_{RD} is opposite to the current input torque direction T_{ID} . In other words, the controller 50 determines whether the CVT 14 can reverse the torque direction of the drive pulley 18 while operating in the friction drive mode or the fixed gear/positive engagement mode. In step 108, the controller 50 compares the current clamping force F_C applied to the drive pulley 18 with a predetermined clamping force F_R . The predetermined clamping force F_R may be a predetermined, calibrated clamping force stored on the memory (M) in a calibration look-up table. The calibration look-up table used to determine the predetermined clamping force F_R changes depending on whether the CVT 14 is operation in the friction drive mode or the fixed gear/positive engagement mode. Therefore, before determining the predetermined clamping force F_R , the controller 50 determines whether the CVT 14 is operating in the friction drive mode or the fixed gear/positive engagement mode. The controller 50 can access the memory (M) to retrieve the predetermined clamping force F_R . If the current clamping force F_C is equal or greater than the predetermined, calibrated clamping force F_R , then the controller 50 determines that the clamping force F_C applied to

the drive pulley 18 is sufficient to change the torque direction of the drive pulley 18 from the input torque direction T_{ID} to the torque request direction T_{RD} . Alternatively, the controller 50 can calculate the predetermined clamping force F_R , if the CVT 14 is operating in the friction drive mode, and can then compare the current clamping force F_C applied to the drive pulley 18 with the predetermined, calculated clamping force F_R . The controller 50 can calculate the predetermined clamping force F_R using, for example, the following mathematical equation.

$$F_R = \frac{T_{RM} \times \cos(\alpha)}{2\mu R_P} \times (S.F.)$$

wherein:

- F_R is the predetermined, calculated clamping force;
- T_{RM} is the torque request magnitude;
- α is the sheave angle, which is an oblique angle defined between the sheave face 23 and the circumferential edge 44 (see FIG. 4);
- μ is the coefficient of friction between the sheave face 23 and the endless rotatable device 22;
- R_P is the radius of the drive pulley 18; and
- S.F. is a safety factor, which is equal to or greater than one (1).

[0041] Therefore, the predetermined clamping force F_R is based, at least in part, on the torque request magnitude T_{RM} , the coefficient of friction μ between the sheave face 23 and the endless rotatable device 22, the radius R_P is the of the drive pulley 18, or a combination thereof. The controller 50 can calculate the predetermined clamping force F_R using another equation if the CVT 14 is operating in the fixed gear/positive engagement mode.

[0042] Alternatively, in step 108, the controller 50 can determine whether the current input torque direction T_{ID} of the CVT 14 has changed from the original input torque direction to the torque request direction T_{RD} after a predetermined amount of time has passed since the controller 50 received the torque request T_{REQ} . To do so, the controller 50 can determine the current input torque direction based, at least in part, on inputs from the sensors 29, such as the torque sensor S_T and/or speed sensors S_P and S_S .

[0043] If the current clamping force F_C is equal to or greater than the predetermined, calculated clamping force F_R , then the controller 50 determines that the clamping force F_C currently applied to the drive pulley 18 is sufficient to change the torque direction of the drive pulley 18 from the input torque direction T_{ID} to the torque request direction T_{RD} .

5 [0044] If the clamping force F_C applied to the drive pulley 18 is sufficient to change the torque direction of the drive pulley 18 from the input torque direction to the torque request direction T_{RD} , then the method 100 proceeds to step 112 (i.e., end block E). As discussed above, in step 112, the method 100 ends.

[0045] If the current clamping force F_C applied to the drive pulley 18 is not sufficient
10 to change the torque direction of the drive pulley 18 from the input torque direction T_{ID} to the torque request direction T_{RD} , then the method 100 continues to step 110.

[0046] In step 110, the controller 50 commands the actuators 28 and/or 30 to increase the current clamping force F_C applied to the drive pulley 18 by a predetermined amount A . This predetermined amount A may be stored in a calibration look-up table stored on the
15 memory (M). Alternatively, the controller 50 can calculate the predetermined amount A . The predetermined amount A may be based, at least in part, on the predetermined clamping force F_R . For example, the controller 50 can subtract the current clamping force F_C from the predetermined clamping force F_R in order to determine the difference between the current clamping force F_C from the predetermined clamping force F_R .

20 Accordingly, the predetermined amount A may be equal to the difference between the current clamping force F_C and the predetermined clamping force F_R . In response to the command from the controller 50, the actuators 28 and/or 30 increase the clamping force F_C applied to the drive pulley 18 by the predetermined amount A . Next, the method 100 returns to step 108. As discussed above, at step 108, the controller 50 determines whether
25 the current clamping force F_C applied by the actuators 28 and/or 30 to drive pulley 18 is sufficient to change the torque direction of the drive pulley 18 from the input torque direction T_{ID} to the torque request direction T_{RD} .

[0047] While the best modes for carrying out the disclosure have been described in detail, those familiar with the art to which this disclosure relates will recognize various
30 alternative designs and embodiments within the scope of the appended claims. Although

the steps of the method 100 are described in a particular chronological order, it is contemplated that the steps of the method 100 may be executed in another chronological order.

CLAIMS

1. A method for controlling a continuously variable transmission (CVT), wherein the CVT includes a drive pulley, a driven pulley, and an endless rotatable device coupled
5 between the drive pulley and the driven pulley, the drive pulley and the driven pulley each including pulley teeth, and the endless rotatable device including device teeth, wherein the method comprises:

receiving, via a controller, a torque request while the drive pulley of the CVT transmits torque in an input torque direction and the device teeth are mating with the
10 pulley teeth, wherein the torque request includes a torque request magnitude and a torque request direction;

determining, via the controller, whether the torque request direction is opposite to the input torque direction;

determining, via the controller, whether a current clamping force applied by an
15 actuator to the drive pulley is sufficient to change a direction of a torque transmitted by the drive pulley from the input torque direction to the torque request direction when the torque request direction is opposite to the input torque direction; and

commanding, via the controller, the actuator to increase the current clamping
20 force applied to the drive pulley when the current clamping force is not sufficient to change the direction of the torque transmitted by the drive pulley from the input torque direction to the torque request direction.

2. The method of claim 1, wherein determining whether the current clamping force applied by the actuator to the drive pulley is sufficient to change the direction of the
25 torque transmitted by the drive pulley includes comparing the current clamping force applied by the actuator to the drive pulley to a predetermined clamping force in order to determine if the current clamping force is greater than or equal to the predetermined clamping force.

3. The method of claim 2, wherein the predetermined clamping force is based, at least in part, on the torque request magnitude.

4. The method of claim 3, wherein the drive pulley has a sheave face, and the predetermined clamping force is based, at least in part, on a coefficient of friction between the sheave face and the endless rotatable device.

5. The method of claim 4, wherein the drive pulley has a radius, and the predetermined clamping force is based, at least in part, on the radius of the drive pulley.

6. The method of claim 2, wherein commanding the actuator to increase the current clamping force applied to the drive pulley includes commanding the actuator to increase the clamping force by a predetermined amount, and the predetermined amount is based, at least in part, on the predetermined clamping force.

7. The method of claim 6, wherein the predetermined amount is equal to a difference between the current clamping force and the predetermined clamping force.

8. A continuously variable transmission (CVT) assembly, comprising:
a CVT including a drive pulley, a driven pulley, and an endless rotatable device coupled between the drive pulley and the driven pulley, the drive pulley and the driven pulley each including pulley teeth, and the endless rotatable device including device teeth configured to mate with the pulley teeth;

an actuator operatively coupled to the drive pulley such that the actuator is configured to exert a current clamping force on the drive pulley;

a controller programmed to:

receive a torque request while the drive pulley of the CVT transmits torque in an input torque direction, wherein the torque request includes a torque request magnitude and a torque request direction;

determine whether the torque request direction is opposite to the input torque direction;

determine whether the current clamping force applied by the actuator to the drive pulley is sufficient to change a direction of a torque transmitted by the drive pulley from the input torque direction to the torque request direction when the torque request direction is opposite to the input torque direction; and

command the actuator to increase the current clamping force applied to the drive pulley when the current clamping force is not sufficient to change the direction of the torque transmitted by the drive pulley from the input torque direction to the torque request direction.

9. The CVT assembly of claim 8, wherein the controller is programmed to compare the current clamping force applied by the actuator to the drive pulley to a predetermined clamping force in order to determine whether the current clamping force applied by the actuator to the drive pulley is sufficient to change the direction of the torque transmitted by the drive pulley from the input torque direction to the torque request direction.

10. The CVT assembly of claim 9, wherein the predetermined clamping force is based, at least in part, on the torque request magnitude.

11. The CVT assembly of claim 10, wherein the drive pulley has a sheave face, and the predetermined clamping force is based, at least in part, on a coefficient of friction between the sheave face and the endless rotatable device.

12. The CVT assembly of claim 11, wherein the drive pulley has a radius, and the predetermined clamping force is based, at least in part, on the radius of the drive pulley.

13. The CVT assembly of claim 9, wherein the controller is programmed to command the actuator to increase the current clamping force by a predetermined amount, and the predetermined amount is based, at least in part, on the predetermined clamping force.

14. The CVT assembly of claim 13, wherein the predetermined amount is equal to a difference between the current clamping force and the predetermined clamping force.

5 15. A vehicle, comprising:

a power plant configured to generate input torque;

a CVT including a drive pulley, a driven pulley, and an endless rotatable device coupled between the drive pulley and the driven pulley, wherein the drive pulley is coupled to the power plant such that the drive pulley is configured to receive the input torque from the power plant;

10 an actuator operatively coupled to the drive pulley such that the actuator is configured to exert a current clamping force on the drive pulley;

a controller specifically programmed to:

15 receive a torque request while the drive pulley of the CVT transmits torque in an input torque direction, wherein the torque request includes a torque request magnitude and a torque request direction;

determine whether the torque request direction is opposite to the input torque direction;

20 determine whether the current clamping force applied by the actuator to the drive pulley is sufficient to change a direction of a torque transmitted by the drive pulley from the input torque direction to the torque request direction when the torque request direction is opposite to the input torque direction; and

25 command the actuator to increase the current clamping force applied to the drive pulley when the current clamping force is not sufficient to change the direction of the torque transmitted by the drive pulley from the input torque direction to the torque request direction.

16. The vehicle of claim 15, wherein the controller is programmed to compare the current clamping force applied by the actuator to the drive pulley to a predetermined clamping force in order to determine whether the current clamping force applied by the

actuator to the drive pulley is sufficient to change the direction of the torque transmitted by the drive pulley from the input torque direction to the torque request direction.

17. The vehicle of claim 16, wherein the predetermined clamping force is based, at
5 least in part, on the torque request magnitude.

18. The vehicle of claim 17, wherein the drive pulley has a sheave face, and the predetermined clamping force is based, at least in part, on a coefficient of friction between the sheave face and the endless rotatable device.
10

19. The vehicle of claim 18, wherein the drive pulley has a radius, and the predetermined clamping force is based, at least in part, on the radius of the drive pulley.

20. The vehicle of claim 19, wherein the controller is programmed to command the
15 actuator to increase the current clamping force by a predetermined amount, and the predetermined amount is based, at least in part, on the predetermined clamping force.

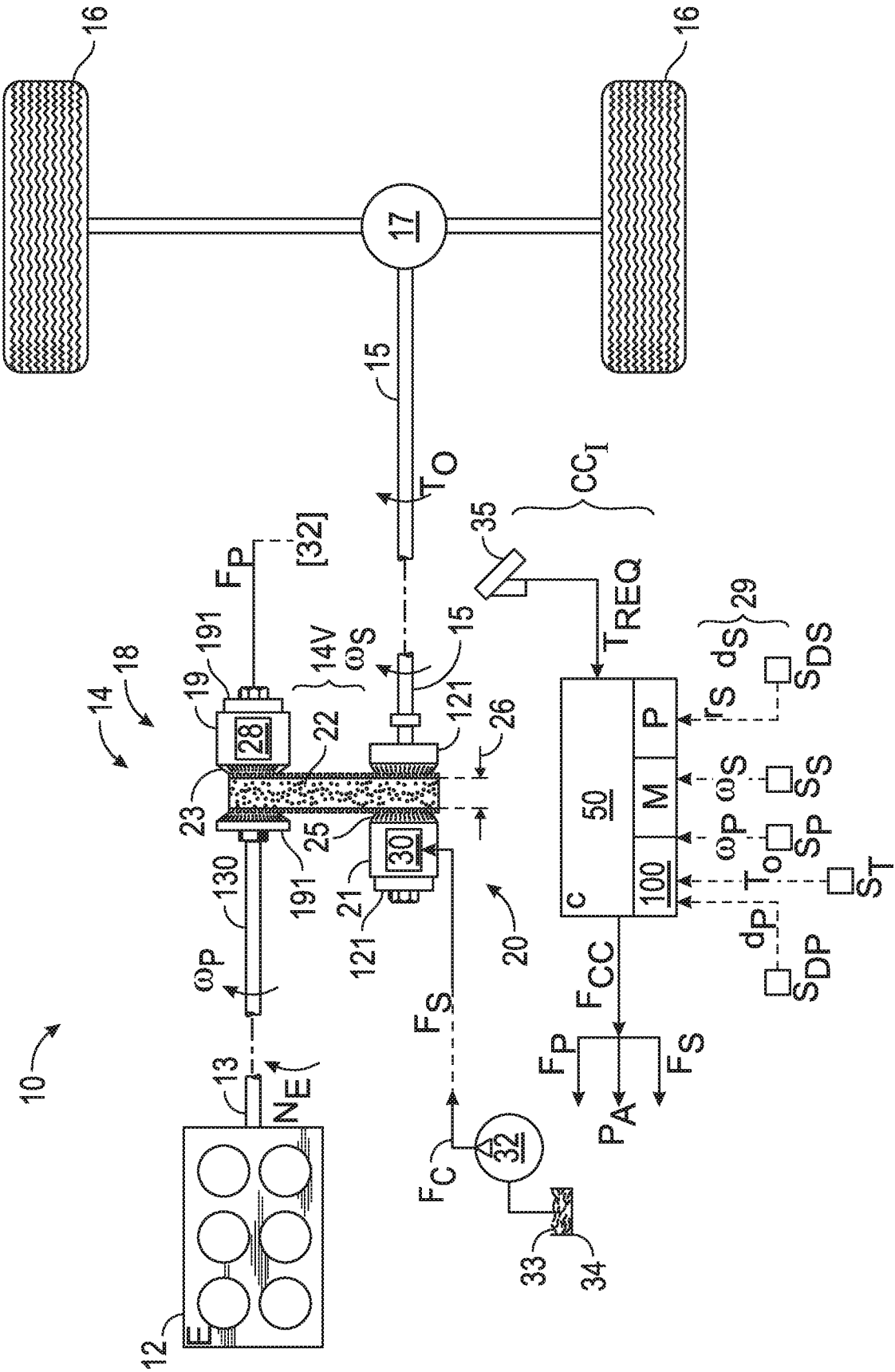


FIG.1

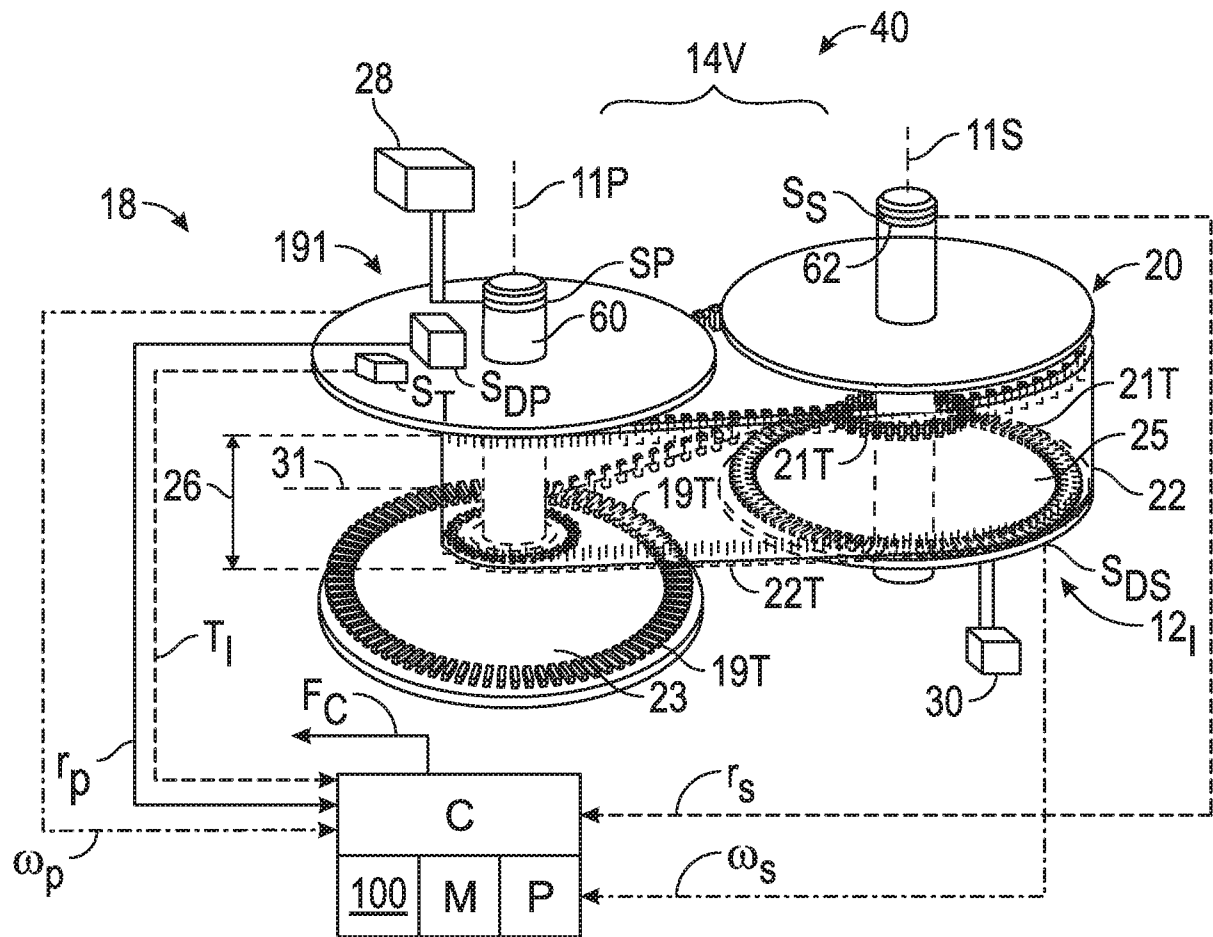


FIG. 2

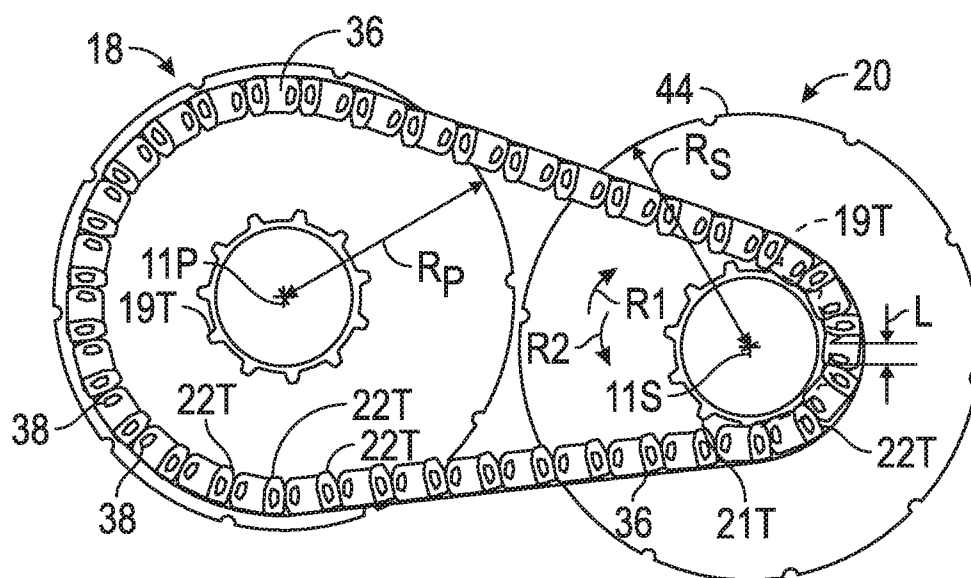
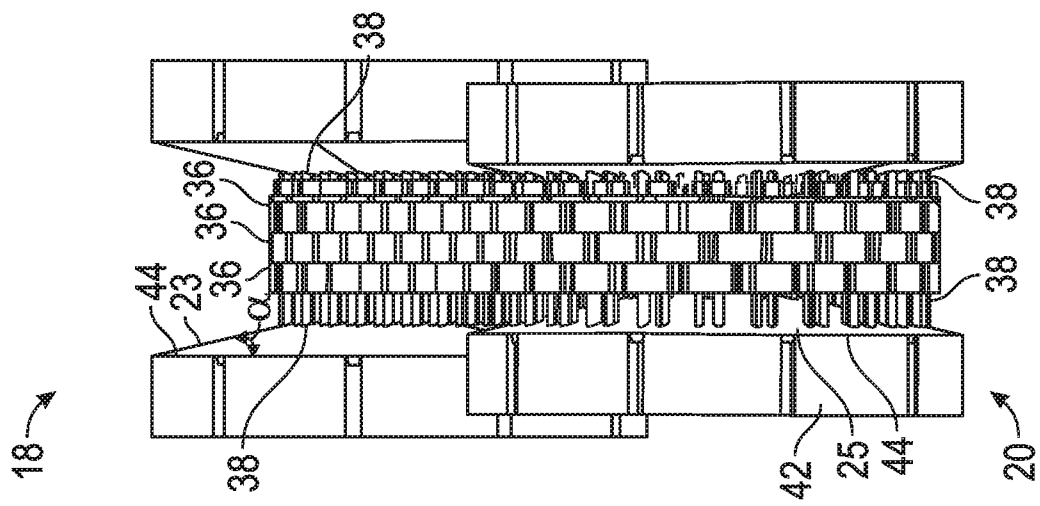
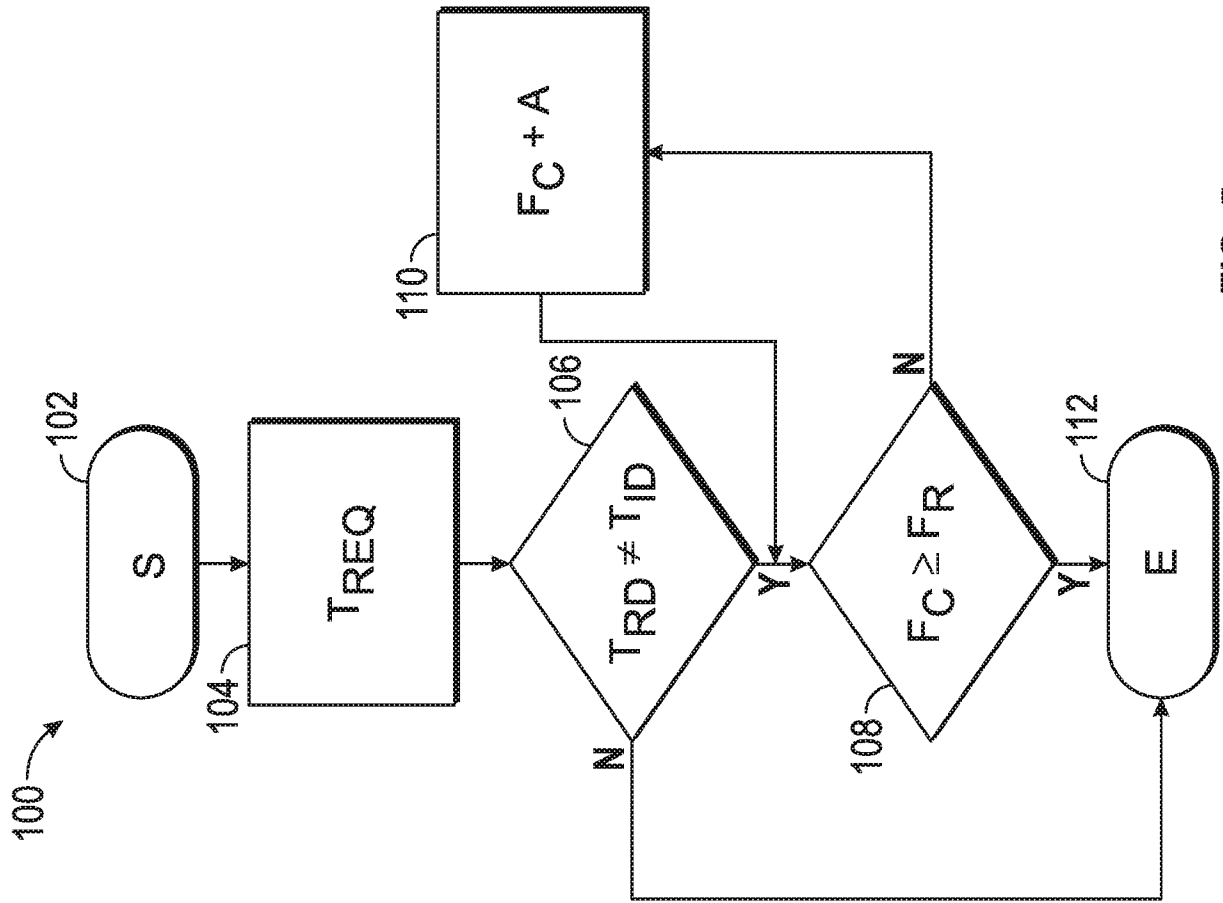


FIG. 3



INTERNATIONAL SEARCH REPORT

International application No.

PCT/CN2015/074456

A. CLASSIFICATION OF SUBJECT MATTER

F16H 9/12(2006.01)i; F16H 61/66(2006.01)i

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

F16H;; B60K41/-

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

CNPAT, CNKI, WPI, EPODOC, VEN, SIPOABS: CVT, continuously variable transmission, power, impact+, clamp+, chuck+, lash+, torque, revers+, force, chang+, pinch+, inverted, return+, direction

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	CN 101561043 A (TOYOTA MOTOR CO., LTD.) 21 October 2009 (2009-10-21) the abstract, description, paragraphs [0030] to [0088] and figures 1-9	1-16
A	CN 103244611 A (CHONGQUIN UNIVERSITY OF TECHNOLOGY) 14 August 2013 (2013-08-14) the whole document	1-16
A	CN 101089428 A (TOYOTA MOTOR CO., LTD.) 19 December 2007 (2007-12-19) the whole document	1-16
A	CN 102414488 A (JATCO CORP ET AL.) 11 April 2012 (2012-04-11) the whole document	1-16
A	CN 101349609 A (CHERY AUTOMOBILE CO., LTD.) 21 January 2009 (2009-01-21) the whole document	1-16
A	US 6290620 B1 (HAMILTON SUNDSTRAND CORPORATION) 18 September 2001 (2001-09-18) the whole document	1-16



Further documents are listed in the continuation of Box C.



See patent family annex.

* Special categories of cited documents:

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“P” document published prior to the international filing date but later than the priority date claimed

“T” later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

“X” document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

“Y” document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

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Date of the actual completion of the international search

13 October 2015

Date of mailing of the international search report

28 December 2015

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INTERNATIONAL SEARCH REPORT

International application No.

PCT/CN2015/074456**C. DOCUMENTS CONSIDERED TO BE RELEVANT**

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Information on patent family members

International application No.

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				DE	602005003035	D1	13 December 2007
				US	2005181909	A1	18 August 2005
				CN	200510050907	A	18 February 2005
JP	11325207	A	26 November 1999	None			