

(22) Date de dépôt/Filing Date: 2000/07/05

(41) Mise à la disp. pub./Open to Public Insp.: 2001/01/21

(45) Date de délivrance/Issue Date: 2007/05/22

(30) **Priorités/Priorities:** 1999/07/21 (JP206433/1999);
2000/04/10 (JP107967/2000)

(51) Cl.Int./Int.Cl. *B60K 23/02* (2006.01),
F16D 48/06 (2006.01), *F16H 61/20* (2006.01),
F16H 61/662 (2006.01)

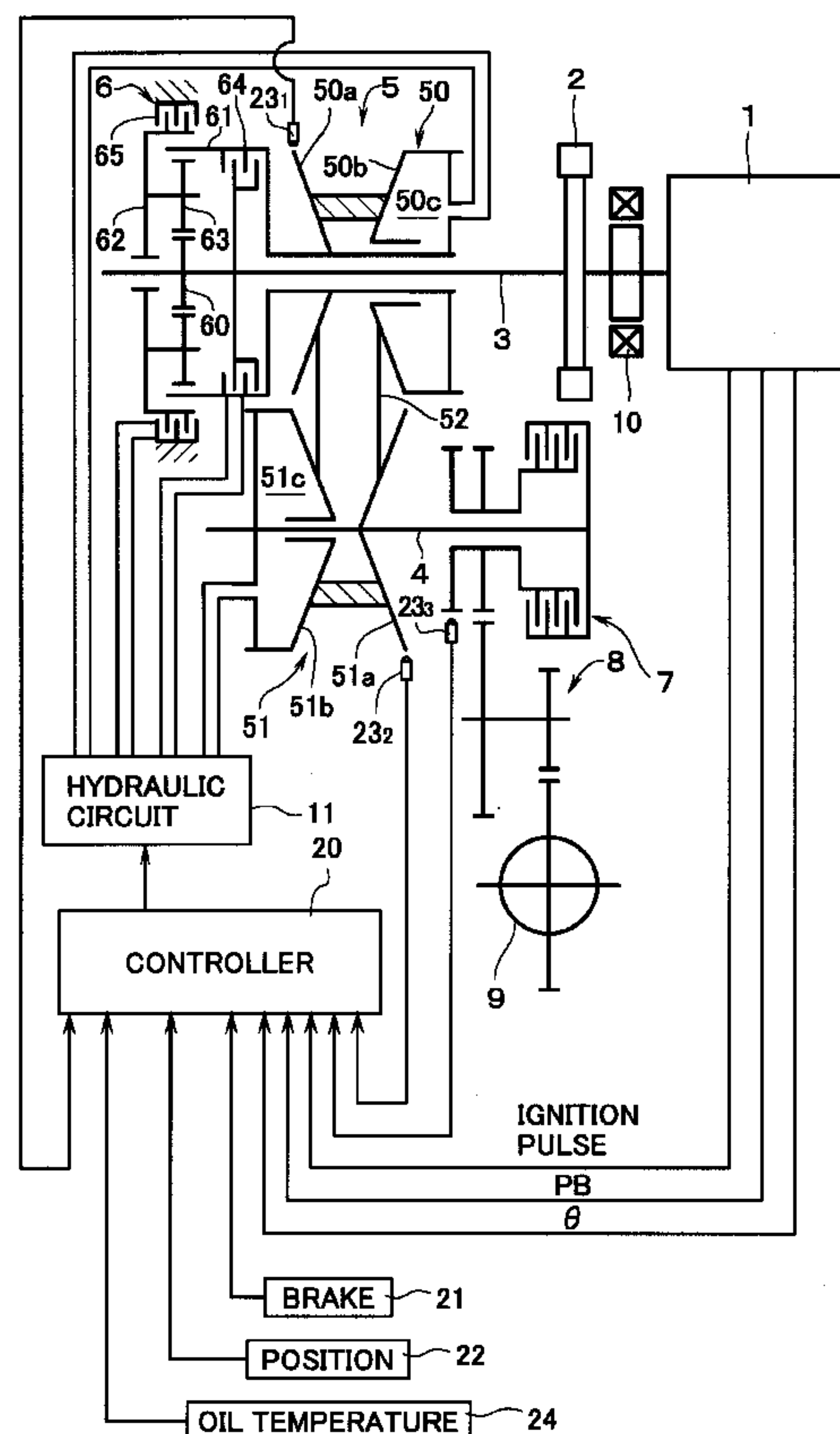
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(54) Titre : APPAREIL DE COMMANDE DE L'EMBRAYAGE DE MISE EN MOUVEMENT D'UN VEHICULE MUNI D'UNE FONCTION D'ARRET AU RALENTI MOTEUR

(54) Title: APPARATUS FOR CONTROLLING STARTING CLUTCH OF VEHICLE HAVING FUNCTION OF STOPPING ENGINE IDLING



(57) **Abrégé/Abstract:**

In an apparatus for controlling a starting clutch (7) of a vehicle having a function of stopping engine idling so that an engine (1) is automatically stopped under given conditions when the vehicle is at a standstill, the starting clutch (7) being disposed in a

(57) Abrégé(suite)/Abstract(continued):

transmission of the vehicle in series with a belt type continuously variable transmission mechanism (5) which receives an input of a power from the engine through a power transmission mechanism having built therein hydraulically operated frictional engaging elements (64, 65), the vehicle start-up from the state of engine stopping is made smoothly at a good response. At the time of vehicle start-up from the state of engine stopping, when the rotational speed (NDR) of the drive pulley (50) of the transmission mechanism (6) has increased to a predetermined speed (YNDR2), the control mode of the starting clutch is switched from the waiting mode in which the engaging force of the starting clutch (7) is kept below a creeping force which causes the vehicle to creep, to a running mode in which the engaging force of the starting clutch (7) is increased above the creeping force.

ABSTRACT

In an apparatus for controlling a starting clutch (7) of a vehicle having a function of stopping engine idling so that an engine (1) is automatically stopped under given conditions when the vehicle is at a standstill, the starting clutch (7) being disposed in a transmission of the vehicle in series with a belt type continuously variable transmission mechanism (5) which receives an input of a power from the engine through a power transmission mechanism having built therein hydraulically operated frictional engaging elements (64, 65), the vehicle start-up from the state of engine stopping is made smoothly at a good response. At the time of vehicle start-up from the state of engine stopping, when the rotational speed (NDR) of the drive pulley (50) of the transmission mechanism (6) has increased to a predetermined speed (YNDR2), the control mode of the starting clutch is switched from the waiting mode in which the engaging force of the starting clutch (7) is kept below a creeping force which causes the vehicle to creep, to a running mode in which the engaging force of the starting clutch (7) is increased above the creeping force.

APPARATUS FOR CONTROLLING STARTING CLUTCH
OF VEHICLE HAVING FUNCTION OF STOPPING ENGINE IDLING

BACKGROUND OF THE INVENTION

5 1. Field of the Invention

The present invention relates to an apparatus for controlling a starting clutch of a vehicle having a function of stopping engine idling so that an engine is automatically stopped under given conditions when the vehicle is at a standstill, the starting clutch being disposed in a transmission of the vehicle in series with a belt type continuously variable transmission mechanism which receives an input of a power from the engine through a power transmission mechanism having built therein hydraulically operated frictional engaging elements.

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2. Description of Related Art

In a vehicle having a function of stopping engine idling when the vehicle is at a standstill, at the time of vehicle start-up from the state of engine stopping, a hydraulic oil pressure in a hydraulic circuit becomes zero while the engine is stopped and a power transmission mechanism becomes an out-gear state (a state not fit for power transmission). Therefore, if the starting clutch is engaged earlier, when the power transmission mechanism has become an in-gear state (a state of being geared in), the power will be suddenly transmitted to driving wheels of

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the vehicle, resulting in shocks.

In order to avoid such disadvantages, the following is considered. Namely, a comparison is made between that rotational speed of the engine which serves as a
5 rotational speed on an input side of the power transmission mechanism and that rotational speed of a drive pulley of the continuously variable transmission mechanism which serves as a rotational speed on an output side of the power transmission mechanism. When a
10 deviation of the two rotational speeds has become smaller than a predetermined value so that a discrimination is made that the power transmission mechanism is in the in-gear state, the force of engagement of the starting clutch is increased.

15 In order to discriminate the in-gear state of the power transmission mechanism, it is considered to provide a rotational speed sensor for the engine aside from a rotational speed sensor for the drive pulley. This solution is, however, higher in cost. In this case, it is
20 considered to input engine ignition pulses to an onboard (vehicle-mounted) computer so that the rotational speed of the engine can be calculated from the difference between the time of inputting an earlier inputted ignition pulse and the time of inputting the subsequently inputted
25 ignition pulse. However, the ignition pulses of the engine are inputted only in number corresponding to the number of cylinders within two rotations of a crank shaft.

At the time of rapid increase in rotation of the engine such as at the time of vehicle start-up from the state of engine stopping, that rotational speed of the engine which is calculated from the difference in time of inputting the ignition pulses becomes considerably lower than the actual speed of rotation of the engine. Therefore, when the in-gear state of the power transmission mechanism is discriminated based on the deviation between that rotational speed of the drive pulley which is detected by the rotational speed sensor and that rotational speed of the engine which is calculated by the difference in time of inputting the ignition pulses, the discrimination of the in-gear state is delayed. A response to the vehicle start-up, therefore, becomes poor.

In view of the above points, the present invention has an object of providing an apparatus for controlling a starting clutch in a vehicle having a function of stopping engine idling, wherein the in-gear state of the power transmission mechanism can be discriminated without delay without using a rotational speed sensor for the engine so that the vehicle start-up from the state of engine stopping can be made smoothly at a good response.

SUMMARY OF THE INVENTION

In order to attain the above and other objects, the present invention is an apparatus for controlling a starting clutch of a vehicle having a function of stopping

engine idling so that an engine is automatically stopped under given conditions when the vehicle is at a standstill, the starting clutch being provided in a transmission of the vehicle in series with a belt type continuously variable transmission mechanism which receives an input of a power from the engine through a power transmission mechanism having built therein hydraulically operated frictional engaging elements, wherein at a time of vehicle start-up from a state of engine stopping, control of the starting clutch is made based on a result of discrimination of discriminating means which discriminates as to whether the power transmission mechanism has become an in-gear state in which the power can be transmitted, the discriminating means being constituted such that, at the time of vehicle start-up from the state of engine stopping, a discrimination is made that the power transmission mechanism is in the in-gear state when a rotational speed of a drive pulley of the continuously variable transmission mechanism has increased to a predetermined speed.

At the time of vehicle start-up from the state of engine stopping, the drive pulley is stopped at the beginning of the vehicle start-up. As a result of engine starting, hydraulic oil pressure is supplied to hydraulically operated frictional engaging elements of the power transmission mechanism. When the power transmission

through the power transmission mechanism has started, the drive pulley starts to rotate. Therefore, there is no problem even if the discrimination of the in-gear state is made based only on the rotational speed of the drive pulley. In a transmission in which a continuously variable transmission mechanism is built in, there has originally been provided rotational speed sensors which detect at a high accuracy the rotational speeds of the drive pulley and the driven pulley. The in-gear state of the power transmission mechanism can thus be judged without delay from the rotational speed of the drive pulley. Therefore, in case there is provided mode switching means which switches a control mode of the starting clutch, at a time when discriminating means discriminates that the power transmission mechanism has become the in-gear state, from a waiting mode in which an engaging force of the starting clutch is kept below a creeping force which generates a creeping of the vehicle to a running mode in which the engaging force of the starting clutch is increased above the creeping force, the discriminating means may be constituted as described hereinabove. Then, the control mode of the starting clutch can be switched to the running mode when the power transmission mechanism has actually become the in-gear state. The vehicle start-up from the state of engine stopping can thus be made smoothly at a good response.

In the embodiment to be described hereinafter, what

corresponds to the above-described discriminating means is step S20 in FIG. 3. What corresponds to the above-described mode switching means is the processing from step S20 through S23 in FIG. 3.

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BRIEF DESCRIPTION OF THE DRAWINGS

The above and other objects and the attendant advantages of the present invention will become readily apparent by reference to the following detailed description when considered in conjunction with the accompanying drawings wherein:

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FIG. 1 is a skeleton diagram showing one example of a transmission which is provided with a starting clutch to be controlled by the apparatus of the present invention;

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FIG. 2 is a diagram showing a hydraulic circuit of the transmission in FIG. 1;

FIG. 3 is a flow chart showing a program for controlling the starting clutch at the time of vehicle start-up from the state of engine stopping;

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FIG. 4 is a flow chart showing the content of processing at step S4 of the control program in FIG. 3;

FIG. 5 is a flow chart showing the content of processing at step S8 of the control program in FIG. 3;

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FIG. 6 is a graph showing a data table of YTM1 which is used in the searching at step S2 of the control program in FIG. 3;

FIG. 7A is a graph showing a data table of YTMNE1

which is used in the searching at step S4-7 in FIG. 4,
FIG. 7B is a graph showing a data table of YTMNE2 which is
used in the searching at step S4-8 in FIG. 4, and FIG. 7C
is a graph showing the principle of estimating the
5 rotational speed of the engine by means of YTMNE1 and
YTMNE2;

FIG. 8 is a time chart showing the changes in a
hydraulic oil pressure command value PSCCMD, an effective
electric current value IACT of a solenoid, and actual
10 hydraulic oil pressure PSC in the starting clutch when the
hydraulic circuit has no residual pressure; and

FIG. 9 is a time chart showing the changes in a
hydraulic oil pressure command value PSCCMD, an effective
electric current value IACT of a solenoid, and actual
15 hydraulic oil pressure PSC in the starting clutch when the
hydraulic circuit has a residual pressure.

DETAILED DESCRIPTION OF A PREFERRED EMBODIMENT

FIG. 1 shows a transmission of a vehicle such as a
20 motor vehicle. This transmission is made up of: a belt-
type continuously (or steplessly) variable transmission
mechanism 5 which is disposed between an output shaft 4
and an input shaft 3 to be connected to an engine 1
through a coupling mechanism 2; a switching mechanism 6
25 which switches between forward running and reverse running
(hereinafter called forward/reverse switching mechanism 6)
and which serves as a power transmission mechanism

disposed on an input side of the continuously variable transmission mechanism 5; and a starting clutch 7 which is made up of a hydraulic clutch disposed on an output side of the continuously variable transmission mechanism 5.

5 The continuously variable transmission mechanism 5 is made up of: a drive pulley 50 which is rotatably supported on the input shaft 3; a driven pulley 51 which is connected to the output shaft 4 so as not to rotate relative to the output shaft 4; and a metallic V-belt 52
10 which is wound around both the pulleys 50, 51. Each of the pulleys 50, 51 is made up of: a fixed flange 50a, 51a; a movable flange 50b, 51b which is axially movable relative to the fixed flange 50a, 51a; and a cylinder 50c, 51c which urges or pushes the movable flange 50b, 51b
15 toward the fixed flange 50a, 51a. By adequately controlling the pressure of hydraulic oil to be supplied to the cylinder 50c, 51c of each of the pulleys 50, 51, there is generated an adequate pulley side-pressure which does not give rise to the slipping of the V-belt 52.
20 Also, by varying the pulley width of both the pulleys 50, 51, the diameter of winding the V-belt 52 on the pulleys 50, 51 is varied, whereby continuously variable speed changing is provided.

 The forward/reverse switching mechanism 6 is
25 constituted by a planetary gear mechanism which is made up of: a sun gear 60 which is connected to the input shaft 3; a ring gear 61 which is connected to the drive pulley 50;

a carrier 62 which is rotatably supported by the input shaft 1; a planetary gear 63 which is rotatably supported by the carrier 62 and which is meshed with the sun gear 60 and the ring gear 61; a forward running clutch 64 which serves as a hydraulically operated friction element capable of connecting the input shaft 3 and the ring gear 61; and a reverse running brake 65 which serves as hydraulically operated friction element capable of fixing the carrier 62. When the forward running clutch 64 is engaged, the ring gear 61 rotates together with the input shaft 3, and the drive pulley 50 is rotated in the same direction as the input shaft 3 (i.e., forward running direction). When the reverse running brake 65 is engaged, on the other hand, the ring gear 61 is rotated in a direction opposite to that of the sun gear 60, and the drive pulley 50 is driven in a direction opposite to that of the input shaft 3 (i.e., in the reverse running direction). When both the forward running clutch 64 and the reverse running brake 65 are released, the power transmission through the forward/reverse switching mechanism 6 is interrupted.

The starting clutch 7 is connected to the output shaft 4. When the starting clutch 7 is engaged, the output of the engine whose speed has been changed by the continuously variable transmission mechanism 5 is transmitted to a differential 9 through gear trains 8 on the output side of the starting clutch 7, whereby the

driving force is transmitted to the left and right driving wheels (not illustrated) of the vehicle from the differential 9. When the starting clutch 7 is released, the power transmission does not take place, and the transmission becomes a neutral state.

In addition, an electric motor 10 is directly connected to the engine 1. The electric motor 10 performs power assisting at the time of acceleration, or the like, recovering of energy at the time of deceleration, and starting of the engine 1. While the vehicle is at a standstill, the engine 1 is automatically stopped if some given conditions are satisfied, e.g.: that the brake is on; that an air conditioner is switched off; and a brake booster negative pressure is above a predetermined value; or the like. If the brake is subsequently off, the engine 1 is started by the electric motor 10, whereby the vehicle is started up from the state of the engine stopping.

The hydraulic oil pressures in the cylinder 50c, 51c of each of the pulleys 50, 51 of the continuously variable transmission mechanism 5, in the forward running clutch 64, in the reverse running brake 65 and in the starting clutch 7 are controlled by a hydraulic circuit 11. As shown in FIG. 2, the hydraulic circuit 11 is provided with a hydraulic oil pump 12 which is driven by the engine 1. The delivery pressure from this hydraulic oil pump 12 is regulated by a regulator 13 to a predetermined line pressure. The hydraulic oil pressures (pulley side-

pressure) in each of the cylinders 50c, 51c of the drive pulley 50 and the driven pulley 51 can be regulated by each of the first and second pressure regulating valves 14₁, 14₂ with the line pressure serving as a base pressure.

5 Each of the first and second pressure regulating valves 14₁, 14₂ is urged by a spring 14_{1a}, 14_{2a} toward the leftward open position, and is urged by the pulley side-pressure to be inputted into a left end oil chamber 14_{1b}, 14_{2b} toward the rightward closed position. Further, there are

10 provided a first linear solenoid valve 15₁ for the first pressure regulating valve 14₁ and a second linear solenoid valve 15₂ for the second pressure regulating valve 14₂. An output pressure from each of the first and second linear solenoid valves 15₁, 15₂ is inputted into a right end oil

15 chamber 14_{1c}, 14_{2c} of each of the pressure regulating valves 14₁, 14₂. In this manner, it is arranged that each of the pulley side-pressures in the drive pulley 50 and the driven pulley 51 can be controlled by each of the first and second linear solenoid valves 15₁, 15₂. The output

20 pressure which is the higher pressure between the output pressures of the first and second linear solenoid valves 15₁, 15₂ is inputted into the regulator 13 through a changeover valve 16. By controlling the line pressure by this output pressure, an appropriate pulley side-pressure

25 which does not give rise to slipping of the belt 52 is generated. Each of the first and second linear solenoid valves 15₁, 15₂ is urged toward the leftward open position

by a spring 15_{1b}, 15_{2b} and is also urged toward the rightward closed position by its own output pressure and an electromagnetic force of a solenoid 15_{1a}, 15_{2a}. With a modulator pressure (a pressure which is lower than the line pressure by a certain value) from a modulator valve 17 serving as a basic pressure, a hydraulic oil pressure in inverse proportion to the value of an electric current charged to the solenoid 15_{1a}, 15_{2a} is outputted.

To the starting clutch 7, there is connected an oil passage which supplies the modulator pressure, and a third linear solenoid valve 15₃ is interposed in this oil passage. The third linear solenoid valve 15₃ is urged toward the rightward closed position by a spring 15_{3b} and the hydraulic oil pressure of the starting clutch and is also urged toward the leftward open position by an electromagnetic force of the solenoid 15_{3a}. In this manner, the engaging force of the starting clutch 7, i.e., the hydraulic oil pressure of the starting clutch 7 varies in proportion to the value of the electric current charged to the solenoid 15_{3a} with the modulator pressure as the basic pressure.

It is so arranged that the modulator pressure is inputted into the forward running clutch 64 and the reverse running brake 65 through the manual valve 18. The manual valve 18 can be switched into the following five positions in a manner interlocked with a selector lever (not illustrated): i.e., "P" position for parking; "R"

position for reverse running; "N" position for neutral state; "D" position for ordinary running; "S" position for sporty running; and "L" position for low-speed holding. In each of the "D", "S" and "L" positions, the modulator
5 pressure is supplied to the forward running clutch 64. In the "R" position, the modulator pressure is supplied to the reverse running brake 65. In each of the "N" and "P" positions, the supply of the modulator pressure to both the forward running clutch 64 and the reverse running
10 brake 65 is stopped. To the manual valve 18, the modulator pressure is supplied through an orifice 19.

Each of the first through third linear solenoid valves 15_1 , 15_2 , 15_3 is controlled by a controller 20 (see FIG. 1) which is made up of an onboard (a vehicle-mounted)
15 computer. The controller 20 receives the inputs of the following: i.e., the ignition pulses of the engine 1, signals indicating the negative suction pressure PB of the engine 1, and the throttle opening degree θ ; a signal from a brake switch 21 which detects the degree or amount of
20 depression of a brake pedal; a signal from a position sensor 22 which detects a selected position of the selector lever; a signal from a speed sensor 23_1 which detects a rotational speed, or a rotational frequency, of the drive pulley 50; a signal from a speed sensor 23_2 which
25 detects the rotational speed of the driven pulley 51; a signal from a speed sensor 23_3 which detects the rotational speed on the output side of the starting clutch 7, i.e.,

the vehicle speed; and a signal from an oil temperature sensor 24 which detects the temperature of an oil in the transmission. Based on these signals, the controller 20 controls the first through third linear solenoid valves
5 15₁, 15₂, 15₃.

If the engine 1 is stopped when the vehicle is at a standstill, the hydraulic oil pump 12 which serves as a hydraulic oil pressure source for the hydraulic circuit 11 is also stopped, whereby the hydraulic oil is drained from
10 the hydraulic circuit 11. As a result, at the time of vehicle start-up from the state of the engine stopping, it takes time to reach an in-gear state (or a state of being geared in) in which the forward running clutch 64 or the reverse running brake 65 is engaged so that the
15 forward/reverse switching mechanism 6 can transmit the power. If the starting clutch 7 has already been engaged before the in-gear state is attained, the power will be suddenly transmitted to the driving wheels of the vehicle as a result of gearing in of the forward/reverse switching
20 mechanism 6, whereby shocks occur. Therefore, it is desirable to switch a control mode of the starting clutch 7, at the time when the forward/reverse switching mechanism 6 has just attained the in-gear state, from a waiting mode in which an ineffective stroke of the
25 starting clutch 7 is eliminated or minimized to a running mode in which the engaging force of the starting clutch 7 is increased. In addition, in order to improve the

starting response, it is desirable, in the waiting mode, to increase the hydraulic oil pressure in the starting clutch 7 to, and hold it at, a creeping pressure (a hydraulic oil pressure at which slipping of the starting clutch 7 does occur but at which a torque above an inertia of the vehicle can be transmitted). However, if that command value PSCCMD of the hydraulic oil pressure in the starting clutch 7 which is to be controlled by the third linear solenoid valve 15₃ is changed to the creeping pressure from the beginning of the vehicle start-up, the following will happen. Namely, since no hydraulic oil pressure is available in the hydraulic circuit 11 at the beginning of the vehicle start-up, the third linear solenoid valve 15₃ will be fully opened without receiving the hydraulic oil pressure which urges it toward the closed position. As a result, when the hydraulic oil pressure rises, the hydraulic oil pressure in the starting clutch 7 will overshoot to a value exceeding the creeping pressure, resulting in the occurrence of shocks. On the other hand, if the hydraulic oil pressure in the starting clutch 7 increases to the creeping pressure while the pulley side-pressure has not risen yet, a load corresponding to the inertia of the vehicle will operate or work on the driven pulley 51 through the starting clutch 7. As a result, the belt 52 will slip due to an insufficient belt side-pressure.

In view of the above points, at the time of the

vehicle start-up from the state of engine stopping, the starting clutch 7 is controlled by the program shown in FIG. 3. This control is performed at a predetermined time interval, e.g., at a time interval of 10 msec. First, at
5 step S1, a discrimination is made as to whether a flag F1 has been set to "1" or not. Since the flag F1 has initially been reset to "0", a determination of "NO" is made at step S1. The program then proceeds to step S2, where a timer value YTM1 is searched. Considering the
10 delay in response to the increase or boosting in the hydraulic oil pressure, the timer value YTM1 is set, as shown in FIG. 6, such that the lower the oil temperature becomes, the longer the timer value becomes. The value of YTM1 depending on the present oil temperature is searched
15 in the data table of YTM1 which is prepared with the hydraulic oil temperature as a parameter. When the oil temperature is above the ambient temperature, the value YTM1 is set to about 50 msec. Then, after setting at step S3 the remaining time TM1 of a subtraction type of first
20 timer to YTM1, the program proceeds to step S4 to perform the processing of discriminating the rise in the hydraulic oil pressure.

Details of the processing of discriminating the rise in the hydraulic oil pressure are shown in FIG. 4. At
25 steps S4-1, S4-2, S4-3, a discrimination is made respectively as to whether a flag F2, F3, F4 has been set to "1" or not. Since the flag F2, F3, F4 has initially

been reset to "0", the program proceeds to step S4-4 to discriminate as to whether a flag F5 has been set to "1" or not. The flag F5 is a flag to be prepared in a sub-routine work and is set to "1" if even only one of the
5 ignition pulses is inputted within a predetermined time (e.g., 500 msec). If there is no input at all of the ignition pulses, i.e., when the engine 1 can be judged to be completely stopped, the flag F5 is reset to "0." If F5 = 0, the flag F4 is set to "1" at step S4-5, and the
10 program proceeds to step S4-6. From the next time, the program proceeds from step S4-3 directly to step S4-6.

At step S4-6, a discrimination is made as to whether that rotational speed NE2PLS of the engine 1 which is calculated by the difference between the times of
15 inputting two consecutive ignition pulses is larger than zero. The computation of NE2PSL is performed in a sub-routine work. It is when NE2PSL calculated by the difference between the time of inputting a first ignition pulse and the time of inputting a second ignition pulse,
20 which are inputted after the engine stopping, becomes larger than zero that a determination of "YES" is made at step S4-6. Then, if a determination of "YES" is made at step S4-6, the program proceeds to step S4-7, where a timer value YTMNE1 which obtains or finds out the point of
25 time at which the rotational speed NE of the engine 1 increases to a first predetermined speed YNE1 (e.g., 500 rpm) is searched. Then, the program proceeds to step S4-

8, where a timer value YTMNE2 which obtains the point of time at which the rotational speed NE of the engine 1 increases to a second predetermined speed YNE2 (e.g., 900 rpm) is searched. As shown in FIGS. 7A and 7B, the values YTMNE1 and YTMNE2 are set such that the larger NE2PLS becomes, the shorter YTMNE1 and YTMNE2 become. With reference to FIG. 7C, reference character t1 denotes a point of time at which the first ignition pulse is inputted, and reference character t2 denotes a point of time at which the second ignition pulse is inputted. The rotational speed NE2PLS that is calculated from the difference in times of inputting both ignition pulses becomes considerably smaller than the actual rotational speed NE of the engine 1 at that point of time. However, the time required for the rotational speed NE of the engine 1 to increase from the point of time t2 to each of the predetermined speeds YNE1, YNE2 can be obtained from NE2PLS at a considerably high accuracy. Based on this principle, YTMNE1 and YTMNE2 are set.

In case the vehicle start-up takes place before complete stopping of the engine 1, since the state of F5 = 1 has been established, the program proceeds from step S4-4 to step S4-9, where a discrimination is made as to whether the flag F6 has been set to "1" or not. Since the flag F6 has initially been reset to "0", a determination of "NO" is made at step S4-9. The program then proceeds to step S4-10, where a discrimination is made as to

whether the rotational speed NE of the engine 1 obtained as an average value of a plurality of NE2PLS's is below a predetermined speed YNE (e.g., 500 rpm) or not. If a condition of $NE \leq YNE$ is satisfied, the flag F6 is set to "1" at step S4-11 and the program then proceeds to step S4-12. From the next time, the program proceeds from step S4-9 directly to step S4-12, where a discrimination is made as to whether the value of NE2PLS at this time has become larger than the value NE2PLS1 at the previous time. It is when NE2PLS has changed for an increase for the first time after the vehicle start-up that a determination of "YES" is made at step S4-12. Then, if a determination of "YES" is made at step S4-12, a searching for YTMNE1 and YTMNE2 is made at steps S4-13 and S4-14 with NE2PLS at this time serving as a parameter. YTMNE1 and YTMNE2 to be searched at steps S4-13 and S4-14 are set, as shown in dotted lines in FIGS. 7A and 7B, to become shorter than YTMNE1 and YTMNE2, as shown in solid lines, which are to be searched at steps S4-7 and S4-8.

When a determination of "NO" is made at step S4-10, YTMNE1 and YTMNE2 are made to zero at steps S4-15 and S4-16. Once the searching for YTMNE1 and YTMNE2 is finished as noted above, the remaining times TMNE1 and TMNE2 of subtraction type of first and second timers for discrimination of NE are set at steps S4-17 and S4-18 to YTMNE1 and YTMNE2, respectively. Then, at step S4-19, the flag F3 is set to "1", and the program proceeds to step

S4-20. From the next time, the program proceeds from step S4-2 directly to step S4-20.

At step S4-20, an amount of change $\Delta IACT$ of an effective value IACT of electric current charged to the solenoid 15_{3a} of the third linear solenoid valve 15_3 is calculated. $\Delta IACT$ is calculated as a difference between a detected value of IACT at this time and an average value, e.g., of IACT detected three times before through IACT detected five times before. Once $\Delta IACT$ has been calculated, a discrimination is then made at step S4-21 as to whether the flag F7 has been set to "1" or not. Since F7 has initially been reset to "0", the program therefore proceeds to step S4-22, where a discrimination is made as to whether an absolute value of $\Delta IACT$ has become smaller than a predetermined value $Y\Delta IACT1$ (e.g., 3.1 mA) or not. At the time of vehicle start-up from the state of engine stopping, when the hydraulic oil pressure command value PSCCMD rises from zero, the electric charging to the solenoid 15_{3a} is started. And a feedback control of IACT is made so that IACT becomes a target electric current value which corresponds to PSCCMD. Therefore, until IACT becomes stable at the target electric current value, the state will be $|\Delta IACT| > Y\Delta IACT1$. Then, when a condition of $|\Delta IACT| \leq Y\Delta IACT1$ has been satisfied, i.e., when IACT has been discriminated to be stable at the target electric current value, the flag F7 is set to "1" at step S4-23. The program, then, proceeds to step S4-24. From the next

time, the program proceeds from step S4-21 directly to step S4-24.

At step S4-24, a discrimination is made as to whether the remaining time TMNE1 of the first timer for discriminating NE has become zero or not, i.e., as to whether the rotational speed NE of the engine 1 has increased to the first predetermined speed YNE1 or not (see FIG. 7C). If the result of this discrimination is "YES", a discrimination is made at step S4-25 as to whether the remaining time TM2 of a subtraction type of second timer has become zero or not. TM2 has initially been set to YTM2 at the beginning of vehicle start-up from the state of engine stopping. Then, if a condition of $TM2 = 0$ is satisfied after a lapse of time of YTM2 from the point of time of the vehicle start-up, a discrimination is made at step S4-26 as to whether $\Delta IACT$ has exceeded a predetermined value $Y\Delta IACT2$ (e.g., 12.4 mA) or not.

If the vehicle start-up takes place from the state in which there is no hydraulic oil pressure in the hydraulic circuit 11 due to stopping of the engine, when the hydraulic oil pressure in the hydraulic circuit 11 has risen, the fully opened third linear solenoid valve 15₃ is returned toward the closed position. Counter-electromotive force will thus occur to the solenoid 15_{3a}, and IACT increases by the amount corresponding to the counter-electromotive force. Therefore, a determination can be made as to whether the hydraulic oil pressure in

the hydraulic circuit 11 has risen or not by whether a condition of $\Delta IACT \geq Y\Delta IACT2$ has been satisfied or not. There are sometimes cases where the condition of $\Delta IACT \geq Y\Delta IACT2$ is not satisfied by the occurrence of a counter-electromotive force due to the changes in the hydraulic oil pressure at the transient period of the rise in the hydraulic oil pressure. Therefore, in order to prevent a wrong discrimination of the rise in the hydraulic oil pressure, in this embodiment, the following arrangement has been employed. Namely, step S4-24 is provided and, until a condition of $TMNE1 = 0$ is satisfied, i.e., until the rotational speed NE of the engine 1 increases to the first predetermined speed $YNE1$, the discrimination at step S4-26, i.e., the discrimination regarding the rise in the hydraulic oil pressure based on $\Delta IACT$ is not performed. The reason why step S4-25 is provided will be given in detail hereinafter.

When a condition of $\Delta IACT \geq \Delta IACT2$ has been satisfied, the flag F8 is set to "1" at step S4-27, and then a discrimination is made at step S4-28 as to whether the flag F3 has been set to "1" or not. If a condition of $F3 = 1$ has been satisfied as a result of the setting processing at step S4-19, a discrimination is made at step S4-29 as to whether the flag F8 has been set to "1" or not. If a condition of $F8 = 1$ has been satisfied as a result of setting processing at step S4-27, a mode value ISMOD is set to "01" at step S4-30.

If the flag F8 has not been set to "1", a discrimination is made at step S4-31 as to whether the rotational speed NDR of the drive pulley 50 has already exceeded a predetermined first speed YNDR1 (e.g., 500 rpm) or not. If a condition is $NDR < YNDR1$, a discrimination is made at step S4-32 as to whether the remaining time TMNE2 of the second timer for discriminating the NE has become zero or not, i.e., as to whether the rotational speed NE of the engine 1 has increased to the second predetermined speed YNE2 or not (see FIG. 7C). When a condition of $NDR \geq YNDR1$ or $TMNE2 = 0$ has been satisfied, a discrimination is made at step S4-33 as to whether $TM2 = 0$ or not. When $TM2 = 0$, a mode value ISMOD is set to "02" at step S4-34. Once the setting processing has been performed at step S4-30 or step S4-34, the flag F2 is set to "1" at step S4-35, and the subsequent processing of discriminating the rise in the hydraulic oil pressure is stopped.

When the vehicle start-up takes place from the state in which there is no hydraulic oil pressure in the hydraulic circuit 11, the rise in the hydraulic oil pressure can be discriminated based on $\Delta IACT$ as explained hereinabove, i.e., based on the counter-electromotive force of the solenoid 15_{3a} of the third linear solenoid valve 15₃. On the other hand, if the vehicle start-up takes place in a state in which a residual pressure is present in the hydraulic circuit 11, the third linear

solenoid valve 15₃ will not be fully opened. The rise in the hydraulic oil pressure cannot therefore be discriminated based on the counter-electromotive force of the solenoid 15_{3a}. When the hydraulic oil begins to be supplied to the forward running clutch 64 or to the reverse running brake 65 as a result of the start of the engine 1, the drive pulley 50 starts to rotate by the power transmission through the forward/reverse switching mechanism 6. Therefore, when the rotational speed NDR of the drive pulley 50 has increased to YNDR1, the hydraulic oil pressure of the hydraulic circuit 11 can also be judged to have risen. Therefore, in this embodiment, a discrimination is made at step S4-31 as to whether the hydraulic oil pressure has risen or not based on the rotational speed NDR of the drive pulley 50. If there is a delay in the rise in the hydraulic oil pressure in the forward running clutch 64 or the reverse running brake 65, or if the range of the transmission has been switched to the non-running range of "N" or "P" position, a condition of $NDR \geq YNDR1$ is sometimes not satisfied even though the hydraulic oil pressure has already risen. As a solution, in this embodiment, there is provided a step of S4-32 to discriminate as to whether the hydraulic oil pressure has risen or not also based on the rotational speed NE of the engine 1.

With reference to FIG. 3, when the processing of discriminating the rise in the hydraulic oil pressure has

been made at step S4, a discrimination is then made at step S5 as to whether the flag F2 has been set to "1" or not. Until a condition of $F2 = 1$ is satisfied, i.e., until the hydraulic oil pressure in the hydraulic circuit 11 has risen, the program proceeds to step S6 to thereby set the hydraulic oil pressure command value PSCCMD to an initial pressure PSCA which is lower than the creeping pressure. Further, at step S7, the remaining time TM3 in a subtraction type of third timer is set to a predetermined time YTM3 (e.g., 500 msec). The initial pressure PSCA is set to a value substantially equal to a set load of a return spring 7a of the starting clutch 7. Even if the hydraulic oil pressure to the starting clutch 7 increases to the initial pressure PSCA, the starting clutch 7 only attains a state in which a non-effective stroke is eliminated down to the smallest extent possible and, thus, an engaging force will not occur. Therefore, even if the hydraulic oil pressure in the starting clutch 7 overshoots due to the rise in the hydraulic oil pressure in the hydraulic circuit 11, the starting clutch 7 will not be strongly engaged. Shocks will consequently not occur.

The above-described YTM2 is set to such a time as, for example, 200 msec considering the time required for the pulley side-pressure to rise by the oil supply to the cylinder 50c, 51c of the drive pulley 50 or the driven pulley 51c. Further, due to the processing at steps S4-25

and S4-33, the setting to "1" of the flag F2 is prohibited until a lapse of time of YTM2 from the point of time of the vehicle start-up. The hydraulic oil pressure command value PSCCMD is thus held at the initial pressure PSCA,
5 and the engaging force of the starting clutch 7 is prevented from increasing above the creeping force at which the creeping of the vehicle occurs. In this manner, by the engaging of the starting clutch 7 before the rise in the pulley side-pressure, the belt 52 can be prevented
10 from slipping.

When the hydraulic oil pressure in the hydraulic circuit 11 rises and the flag F2 is set to "1", the program proceeds to step S8 to perform the data setting processing. Details of this data setting processing are
15 shown in FIG. 5 and its detailed explanation will be made hereinbelow. At steps S8-1 and S8-2, an added value PSCB for the ineffective stroke eliminating pressure and an added value PSCC for the creeping pressure are respectively searched. PSCB and PSCC are set such that
20 the lower the hydraulic oil temperature becomes, the higher they become, considering the delay in response to the increase in the hydraulic oil pressure. Values of PSCB and PSCC which correspond to the oil temperature at the present time are searched in the data table of PSCB
25 and PSCC which has the oil temperature as a parameter.

Then, a discrimination is made at step S8-3 as to whether the step mode value ISMOD has been set to "01" or

not. If ISMOD = 01, the program proceeds to step S8-4. At step S8-4, a preliminarily added value PSCBa for the ineffective stroke eliminating pressure is re-written to zero. Further, a timer value YTM3B for judging the
5 termination of the ineffective stroke eliminating pressure and a timer value YTM3C for judging the starting of the creeping pressure are set to first set values of YTM3B1 (e.g., 420 msec) and YTM3C1 (e.g., 400 msec), respectively. If ISMOD has been set to "02", the program
10 proceeds to step S8-5, where YTM3B and YTM3C are set to second set values of YTM3B2 (e.g., 470 msec) and YTM3C2 (e.g., 450 msec), respectively.

With reference to FIG. 3, when the data setting processing has been finished at step S8 as described
15 above, the program then proceeds to step S9. At step S9, a discrimination is made as to whether the remaining time TM3 in the third timer is above a predetermined set time YTM3A (e.g., 490 msec) or not, i.e., as to whether the time of lapse from the point of time of pressure rise is
20 within $YTM3 - YTM3A$ or not. If a condition of $TM3 \geq YTM3A$ is satisfied, the hydraulic oil pressure command value PSCCMD is set at step S10 to a value obtained by adding PSCB and PSCBa to PSCA. If a condition of $TM3 < YTM3A$ is satisfied, a discrimination is made at step S11 as to
25 whether TM3 is above YTM3B or not, i.e., as to whether the time of lapse from the point of time of rise in the hydraulic oil pressure is within $YTM3 - YTM3B$ or not. If

a condition of $TM3 \geq YTM3B$ is satisfied, the hydraulic oil pressure command value $PSCCMD$ is set at step S12 to a value obtained by adding $PSCB$ to $PSCA$. If a condition of $TM3 < YTM3B$ is satisfied, a discrimination is made at step 5 S13 as to whether $TM3$ is above $YTM3C$ or not, i.e., as to whether the time of lapse from the point of time of rise in the hydraulic oil pressure is within $YTM3 - YTM3C$ or not. If a condition of $TM3 \geq YTM3C$ is satisfied, the hydraulic oil pressure command value $PSCCMD$ is set at step 10 S14 to a value obtained by deducting, from a value obtained by adding $PSCC$ to $PSCA$, that preliminarily deducted value $PSCCa$ for the creeping pressure which is set in advance to a predetermined value. When a condition of $TM3 < YTM3C$ has been satisfied, the flag $F1$ is set at 15 step S15 to "1" and also, at step S16, the hydraulic oil pressure command value $PSCCMD$ is set to a value obtained by adding $PSCC$ to $PSCA$. From the next time, a determination of "YES" is made at step S1 and the program thus proceeds to step S17. At step S17, a discrimination is made as to whether the remaining time $TM1$ in the first 20 timer has become zero or not, i.e., as to whether the time of lapse from the point of time of setting the hydraulic oil pressure command value $PSCCMD$ to $PSCA + PSCC$ has become $YTM1$ or not. Then, when a condition of $TM1 = 0$ has 25 been satisfied, a discrimination is made at step S18 as to whether or not the range of the transmission is "N" or "P." If the range is in a running range other than "N"

and "P", a discrimination is made at step S19 as to whether the flag F9 has been set to "1" or not. Since the flag F9 has initially been set to "0", a determination of "NO" is made at step S19, and the program proceeds to step 5 S20. At step S20, a discrimination is made as to whether the rotational speed NDR of the drive pulley 50 has exceeded a second predetermined speed YNDR2 or not. If $TM1 \neq 0$, or if the range is "N" or "P", or if a condition of $NDR < YNDR2$ is satisfied, the remaining time TM4 in a 10 subtraction type of fourth timer is set at step S21 to a predetermined time YTM4. The program then proceeds to step S16, where the hydraulic oil pressure command value PSCCMD is held at $PSCA + PSCC$.

Here, PSCC is set such that the value obtained by 15 adding the initial value PSCA to PSCC becomes the creeping pressure. Further, PSCB is set to a value larger than PSCC. When ISMOD is set to "01" as a result of discrimination of the rise in the hydraulic oil pressure by the counter-electromotive force of the solenoid 15_{3a}, 20 PSCBa is re-written to zero as described hereinabove. Therefore, as shown in FIG. 8, until the time $YTM3 - YTM3B$ ($= YTM3B1$) has lapsed from the point of time of discrimination of the rise in the hydraulic oil pressure (i.e., the time when the condition of $F2 = 1$ has been 25 satisfied), the hydraulic oil pressure command value PSCCMD is held at $PSCA + PSCB$, i.e., at the ineffective stroke eliminating pressure which is higher than the

creeping pressure. During this period of time, an actual hydraulic oil pressure PSC in the starting clutch 7 increases at a good response toward the creeping pressure while minimizing the ineffective stroke. When the lapse of time from the point of time of discriminating the rise in the hydraulic oil pressure has exceeded $YTM3 - YTM3B$, PSCCMD is switched to a value obtained by $PSCA + PSCC - PSCCa$, i.e., a value smaller than the creeping pressure, until the lapse of time becomes $YTM3 - YTM3C (= YTM3C1)$. When the lapse of time has exceeded $YTM3 - YTM3C$, PSCCMD is switched to $PSCA + PSCC$, i.e., to the creeping pressure. In this manner, by temporarily making PSCCMD smaller than the creeping pressure when PSCCMD is switched from the ineffective stroke eliminating pressure to the creeping pressure, the effective electric current value IACT of the solenoid 15_{3a} lowers at a good response from the electric current value corresponding to the ineffective stroke eliminating pressure down to the electric current value corresponding to the creeping pressure. The actual clutch pressure PSC of the starting clutch 7 is then increased to the creeping pressure without giving rise to overshooting before the lapse of time $YTM1$ from the point of time at which PSCCMD was switched to the creeping pressure.

When the rise in the hydraulic oil pressure is discriminated based on the rotational speed NDR of the drive pulley 50 and the rotational speed NE of the engine

1, and ISMOD is consequently set to "02", PSCCMD is switched, as shown in FIG. 9, to a value of $PSCA + PSCB + PSCBa$, i.e., to a value higher than the ineffective stroke eliminating pressure until the time of lapse from the point of time of discriminating the rise in the hydraulic oil pressure becomes $YTM3 - YTM3A$. When the time of lapse has exceeded $YTM3 - YTM3A$, PSCCMD is switched to $PSCA + PSCB$, i.e., the ineffective stroke eliminating pressure. In this manner, by temporarily making PSCCMD higher than the ineffective stroke eliminating pressure when PSCCMD is switched from the initial pressure $PSCA$ to the ineffective stroke eliminating pressure, the effective electric current value I_{ACT} of the solenoid 15_{3a} increases at a good response from the electric current value corresponding to the initial pressure to the electric current value corresponding to the ineffective stroke eliminating pressure. When ISMOD is set to "01" the effective electric current value I_{ACT} has already increased by the counter-electromotive force. Therefore, it is not necessary to make PSCCMD higher than the ineffective stroke eliminating pressure for the purpose of improving the response of I_{ACT} . When the lapse of time from the time of discriminating the rise in the hydraulic oil pressure has exceeded $YTM3 - YTM3B (= YTM3B2)$, PSCCMD is switched to $PSCA + PSCC - PSCCa$, i.e., a value smaller than the creeping pressure until the lapse of time becomes $YTM3 - YTM3C (= YTM3C2)$. Thereafter, PSCCMD is switched

to PSCA + PSCC, i.e., the creeping pressure. Here, it is when there is a residual pressure in the hydraulic circuit 11 that ISMOD is set to "02". Since the actual hydraulic oil pressure PSC of the starting clutch 7 increases at a relatively good response, YTM3B2 is set to a value larger than YTM3B1 to thereby shorten the time to hold PSCCMD at the ineffective stroke eliminating pressure.

Until the forward/reverse switching mechanism 6 becomes the in-gear state, PSCCMD is held at the creeping pressure. The engaging force of the starting clutch 7 is thus kept below the creeping force at which the creeping of the vehicle occurs to thereby prevent the occurrence of shocks by a sudden rise in the driving torque of the driving wheels of the vehicle at the time of gearing in. Here, whether the forward/reverse switching mechanism 6 has become the in-gear state or not can be discriminated by checking whether the deviation between the rotational speed NE of the engine 1 and the rotational speed NDR of the drive pulley 50 has fallen below a predetermined value or not. However, at the time of vehicle start-up from the state of engine stopping, the rotational speed of the engine 1 rapidly increases. Therefore, if the rotational speed of the engine 1 is calculated from the difference in times of inputting of the ignition pulses as described hereinabove, the calculated NE becomes considerably smaller than the actual NE and, as a result, the judgement of the in-gear state is delayed. Therefore, in this

embodiment, the discrimination of the in-gear state is made based only on the rotational speed NDR of the drive pulley 50. In other words, as described above, a discrimination is made at step S20 as to whether the rotational speed NDR of the drive pulley 50 has exceeded a predetermined second speed YNDR2 (e.g., 700 rpm) or not. When a condition of $NDR \geq YNDR2$ has been satisfied, it is judged that the forward/reverse switching mechanism 6 has become the in-gear state and, at step S22, the flag F9 is set to "1." The program then proceeds to step S23 and the following steps. The control mode of the starting clutch 7 is then switched from the previous waiting mode to the running mode.

In the running mode, first, an ordinary hydraulic oil pressure PSCN of the starting clutch 7 corresponding to the rotational speed NE of the engine 1 is calculated at step S23. Then, at step S24, a discrimination is made as to whether PSCN is above a limit value PSCLMT for annealing or not. If $PSCN \geq PSCLMT$, a discrimination is made at step S25 as to whether the remaining time TM4 in the fourth timer is zero or not, i.e., as to whether the time of lapse from the point of time of the in-gear discrimination (= point of time when a state of $F9 = 1$ has been satisfied) has exceeded YTM4 or not. If $TM4 = 0$, a change limit value $\Delta PLMT$ on the positive (plus) side of the hydraulic oil pressure per one time is set at step S26 to an ordinary annealing value $Y\Delta PLMTN$ (e.g., 0.5 kg/cm^2).

If $TM4 \neq 0$, $\Delta PLMT$ is set at step S27 to a value $Y\Delta PLMTS$
 (e.g., 0.25 kg/cm^2) which is smaller than $Y\Delta PLMTN$. Then,
 at step S28, a discrimination is made as to whether an
 absolute value of the deviation between $PSCN$ and $PSCLMT$ is
 5 above $\Delta PLMT$ or not. If the deviation is above $\Delta PLMT$,
 $PSCLMT$ is re-written at step S29 to a value which is
 obtained by adding $\Delta PLMT$ to the preceding value of $PSCLMT$.
 If the deviation is below $\Delta PLMT$, $PSCLMT$ is re-written at
 step S30 to $PSCN$. Further, if a condition of $PSCN <$
 10 $PSCLMT$ is satisfied, a discrimination is made at step S31
 as to whether or not an absolute value of the deviation
 between $PSCN$ and $PSCLMT$ is above a predetermined upper
 limit value $\Delta PLMTM$ on the negative (minus) side (e.g., 0.5
 kg/cm^2) of the hydraulic oil pressure. If the deviation is
 15 above $\Delta PLMTM$, $PSCLMT$ is re-written at step S32 to a value
 which is obtained by deducting $\Delta PLMTM$ from the preceding
 value of $PSCLMT$. If the deviation is below $\Delta PLMTM$, $PSCLMT$
 is re-written at step S30 to $PSCN$ as described
 hereinabove. In addition, at step S33, the hydraulic oil
 20 pressure command value $PSCCMD$ is set to $PSCLMT$.

In this manner, when $YTM4$ has lapsed from the point
 of time of the discrimination of the in-gear state, the
 amount of increase (or increment) per time of the
 hydraulic oil pressure command value $PSCCMD$ becomes the
 25 ordinary annealing value $Y\Delta PLMTN$. However, until $YTM4$ has
 lapsed, the amount of increment per time of $PSCCMD$ is
 limited to $Y\Delta PLMS$ which is smaller than the ordinary

annealing value. PSCCMD, i.e., the speed of increase in the engaging force of the starting clutch 7 is limited to a relatively low speed.

5 In order to improve the durability of, and to reduce the friction loss of, the belt 52, the pulley side-pressure shall not be made larger than is required as compared with the transmission torque at the point of time in question. Therefore, in the waiting mode, the pulley side-pressure is made relatively low and, as a result of
10 switching to the running mode, the pulley side-pressure is increased to suit the increase in the engaging force of the starting clutch 7 above the creeping force. However, there are cases where the hydraulic oil pressure in the hydraulic circuit 11 has not been completely increased to
15 the line pressure even at the time of switching to the running mode. If the speed of increasing the engaging force of the starting clutch 7 is accelerated, the increase in the pulley side-pressure is delayed and, as a result, there is a possibility that the belt 52 gives rise
20 to slipping. In order to suit this kind of time which may give rise to the delay in the increase in the pulley side-pressure, the above-described YTM4 is set to 90 msec, for example. By keeping low the increasing speed of the engaging force of the starting clutch 7 during this period
25 of time, the slipping of the belt 52 can be prevented.

An explanation has so far been made about an embodiment in which the starting clutch 7 was constituted

by a hydraulic clutch. The present invention can,
however, be applicable to an embodiment in which the
starting clutch 7 is constituted by a clutch such as an
electromagnetic clutch, or the like, instead of a
5 hydraulic clutch.

As can be seen from the above explanations,
according to the present invention, the in-gear state of
the power transmission mechanism can be discriminated
without delay, and the vehicle start-up from the state of
10 the engine stopping can be made at a good response and
smoothly.

It is readily apparent that the above-described
apparatus for controlling a starting clutch of a vehicle
having a function of stopping engine idling meets all of
15 the objects mentioned above and also has the advantage of
wide commercial utility. It should be understood that the
specific form of the invention hereinabove described is
intended to be representative only, as certain
modifications within the scope of these teachings will be
20 apparent to those skilled in the art.

Accordingly, reference should be made to the
following claims in determining the full scope of the
invention.

THE EMBODIMENTS OF THE INVENTION IN WHICH AN EXCLUSIVE
PROPERTY OR PRIVILEGE IS CLAIMED ARE DEFINED AS FOLLOWS:

1. An apparatus for controlling a starting clutch
5 of a vehicle having a function of stopping engine idling
so that an engine is automatically stopped under given
conditions when the vehicle is at a standstill, said
starting clutch being provided in a transmission of the
vehicle in series with a belt type continuously variable
10 transmission mechanism which receives an input of a power
from the engine through a power transmission mechanism
having built therein hydraulically operated frictional
engaging elements,
wherein at a time of vehicle start-up from a state
15 of engine stopping, control of the starting clutch is made
based on a result of discrimination of discriminating
means which discriminates as to whether the power
transmission mechanism has become an in-gear state in
which the power can be transmitted, said discriminating
20 means being constituted such that, at the time of vehicle
start-up from the state of engine stopping, a
discrimination is made that the power transmission
mechanism is in the in-gear state when a rotational speed
of a drive pulley of the continuously variable
25 transmission mechanism has increased to a predetermined
speed.

2. The apparatus according to claim 1, further comprising mode switching means which switches a control mode of the starting clutch, at a time when the discriminating means discriminates that the power transmission mechanism has become the in-gear state, from a waiting mode in which an engaging force of the starting clutch is kept below a creeping force which generates a creeping of the vehicle to a running mode in which the engaging force of the starting clutch is increased above the creeping force.

FIG. 1

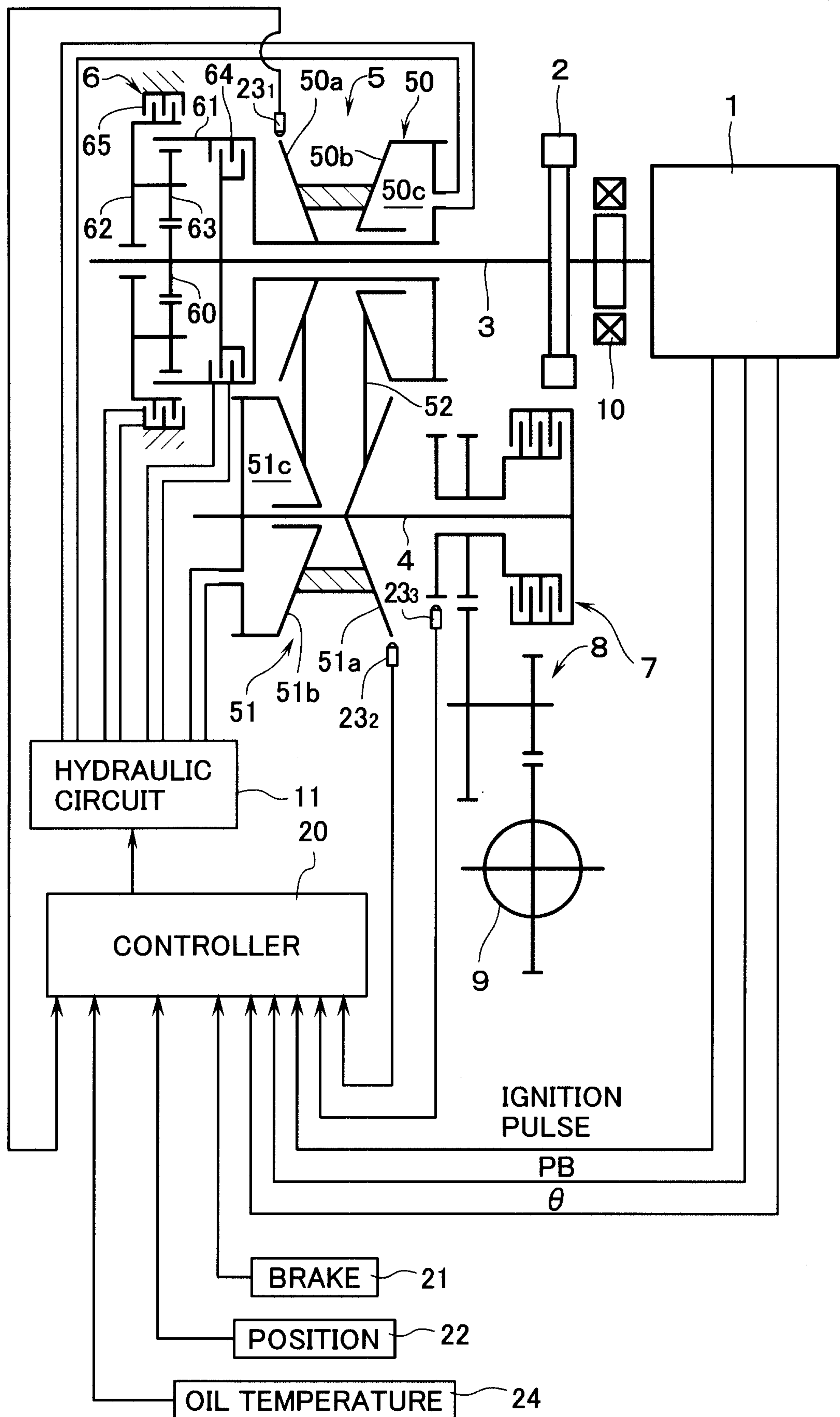


FIG. 2

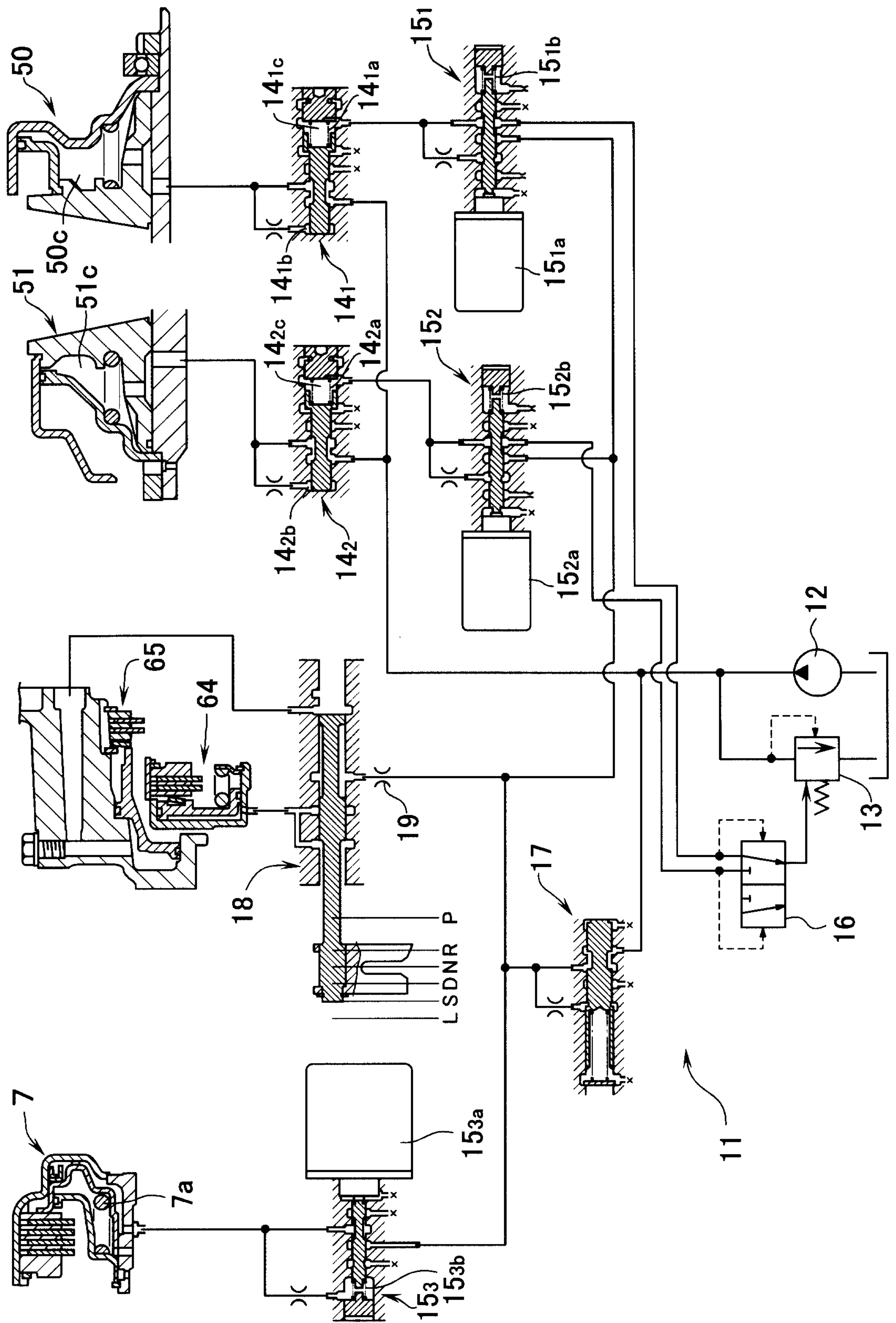


FIG. 3

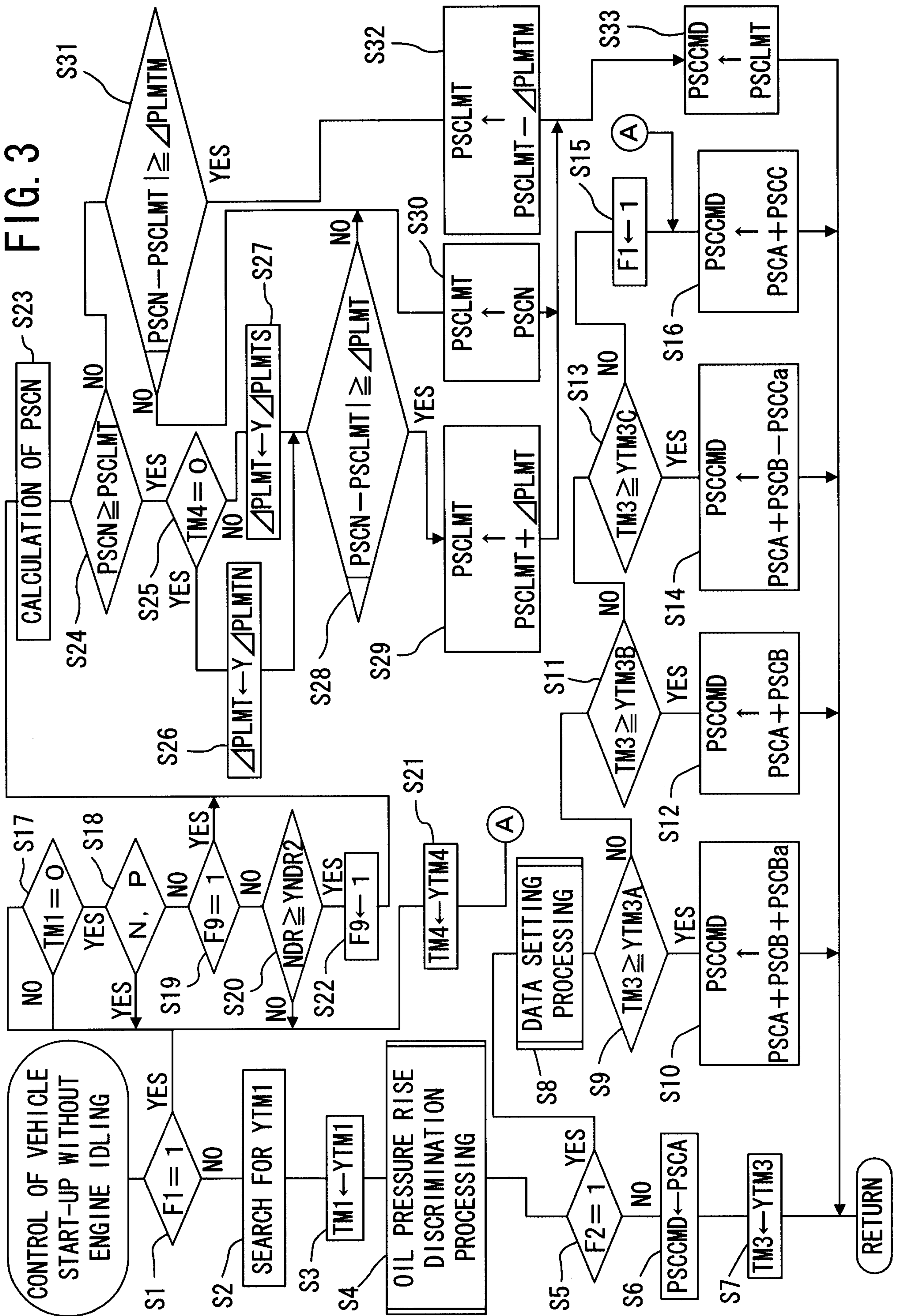


FIG. 4

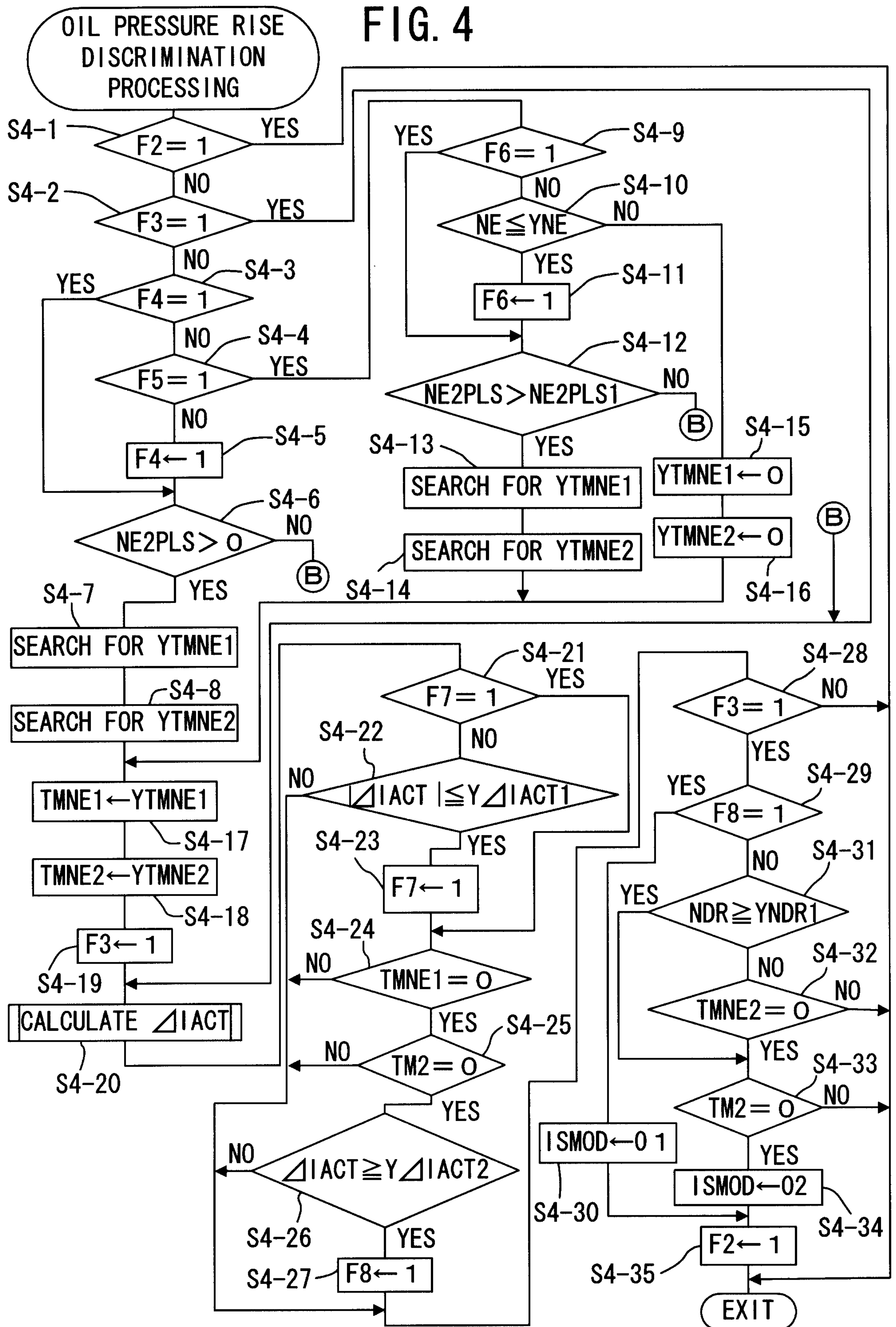


FIG. 5

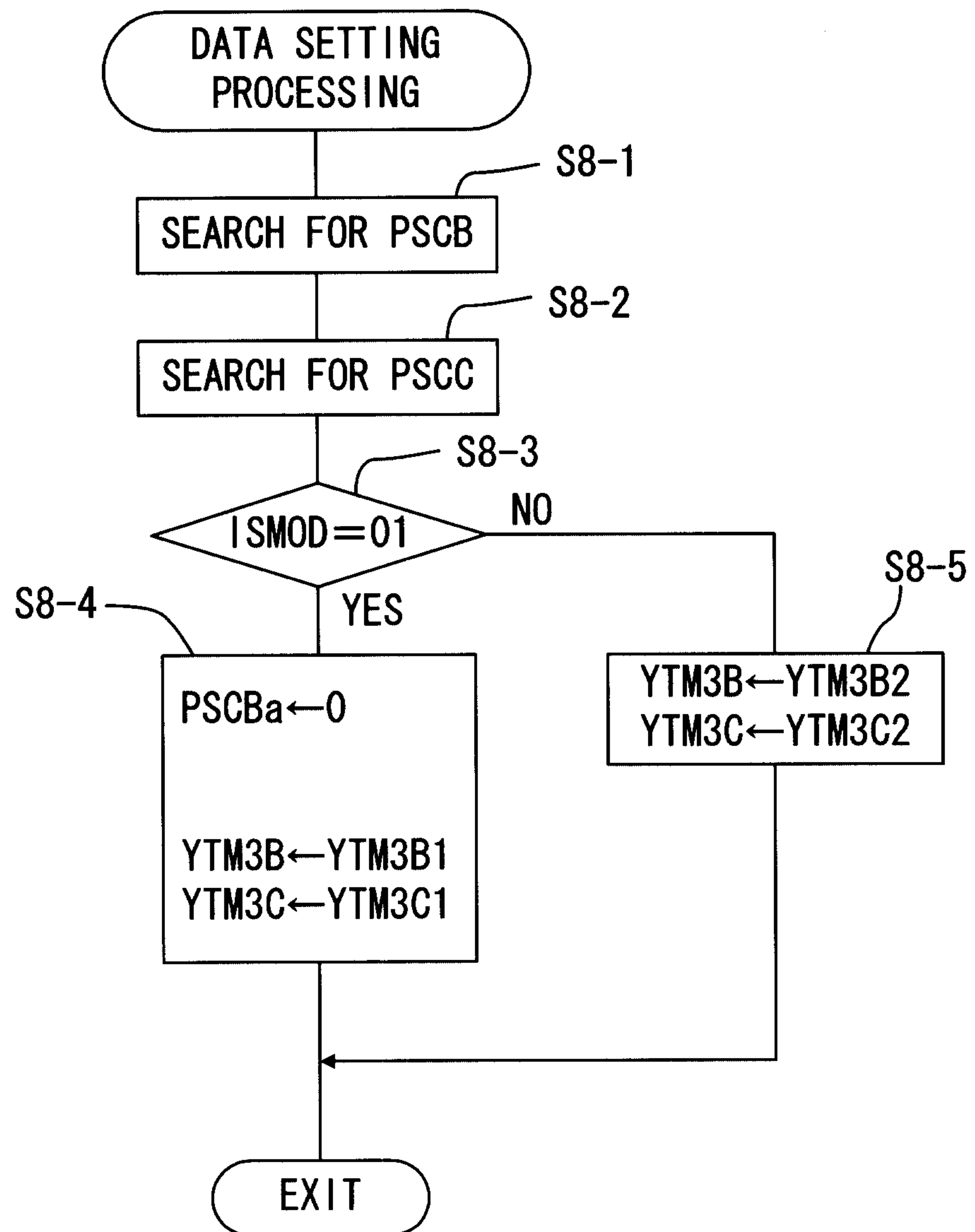


FIG. 6

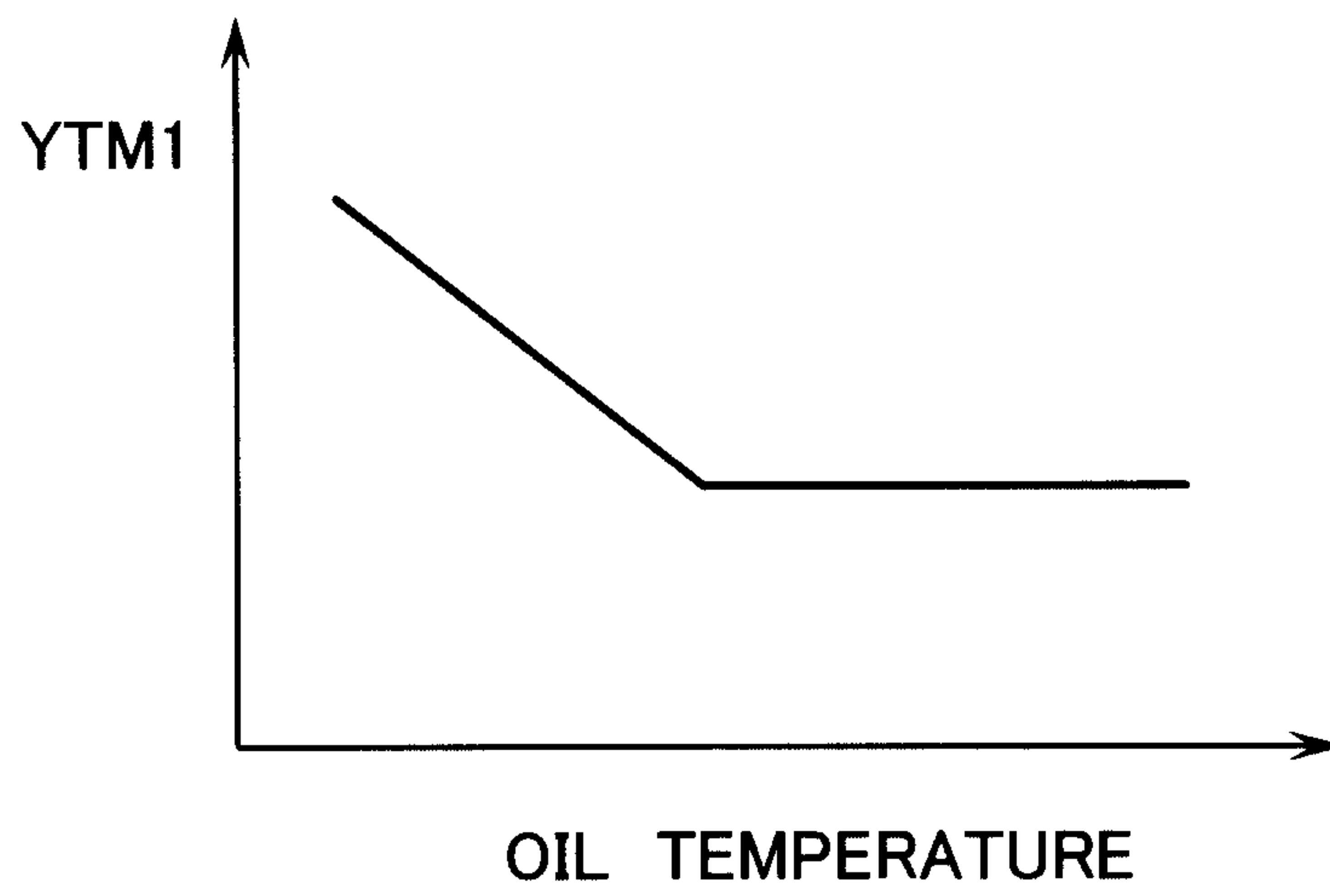


FIG. 7A

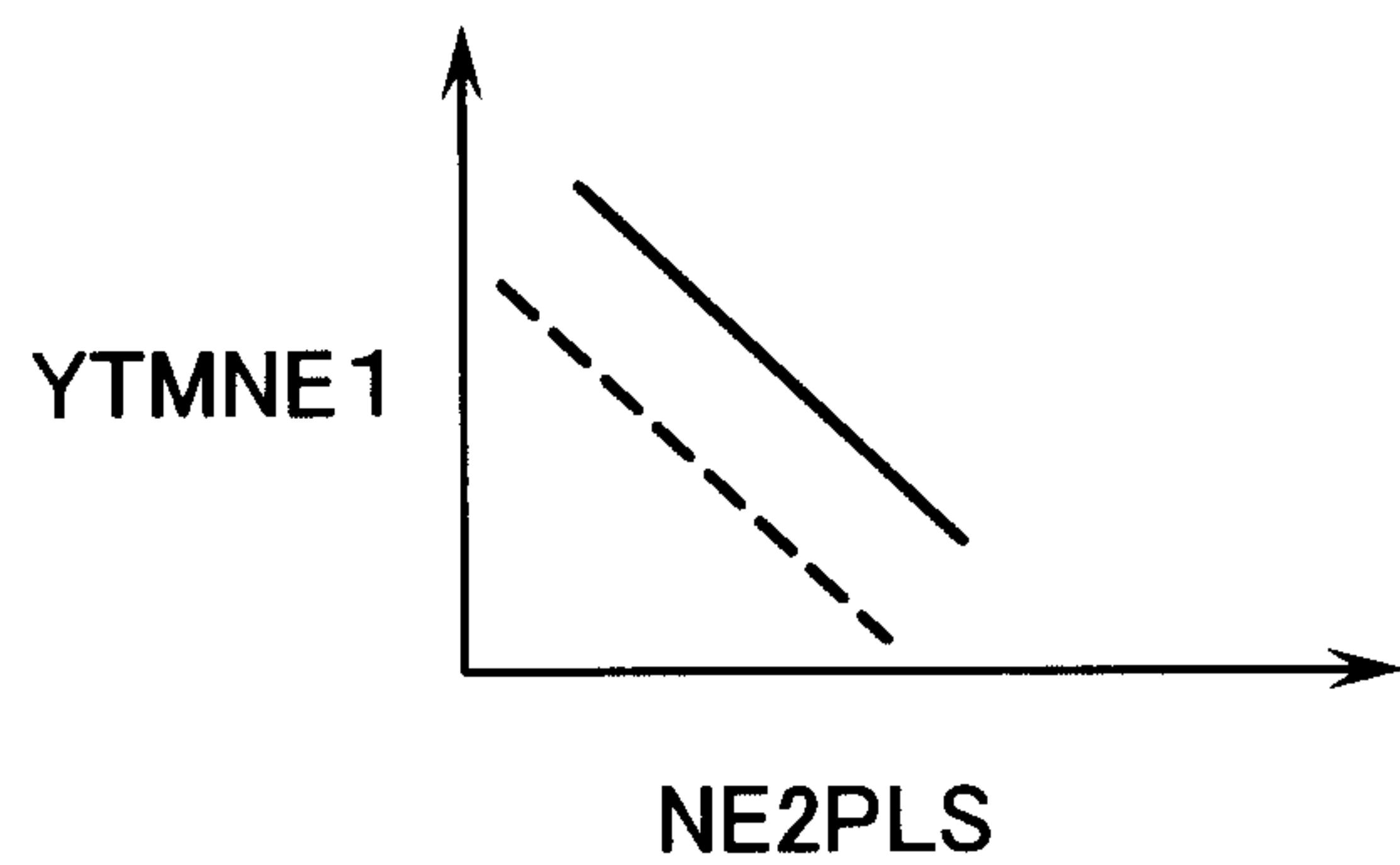


FIG. 7B

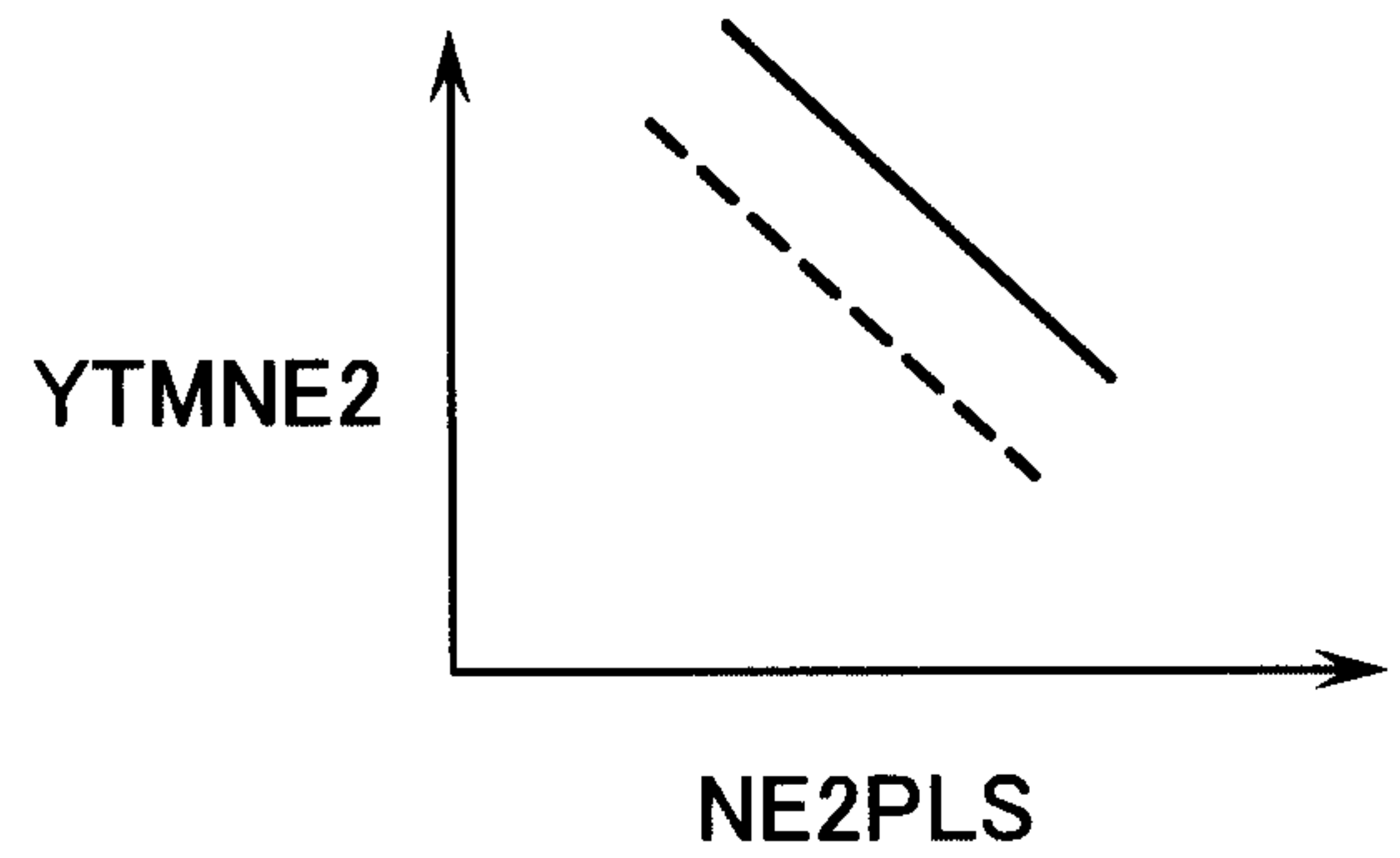


FIG. 7C

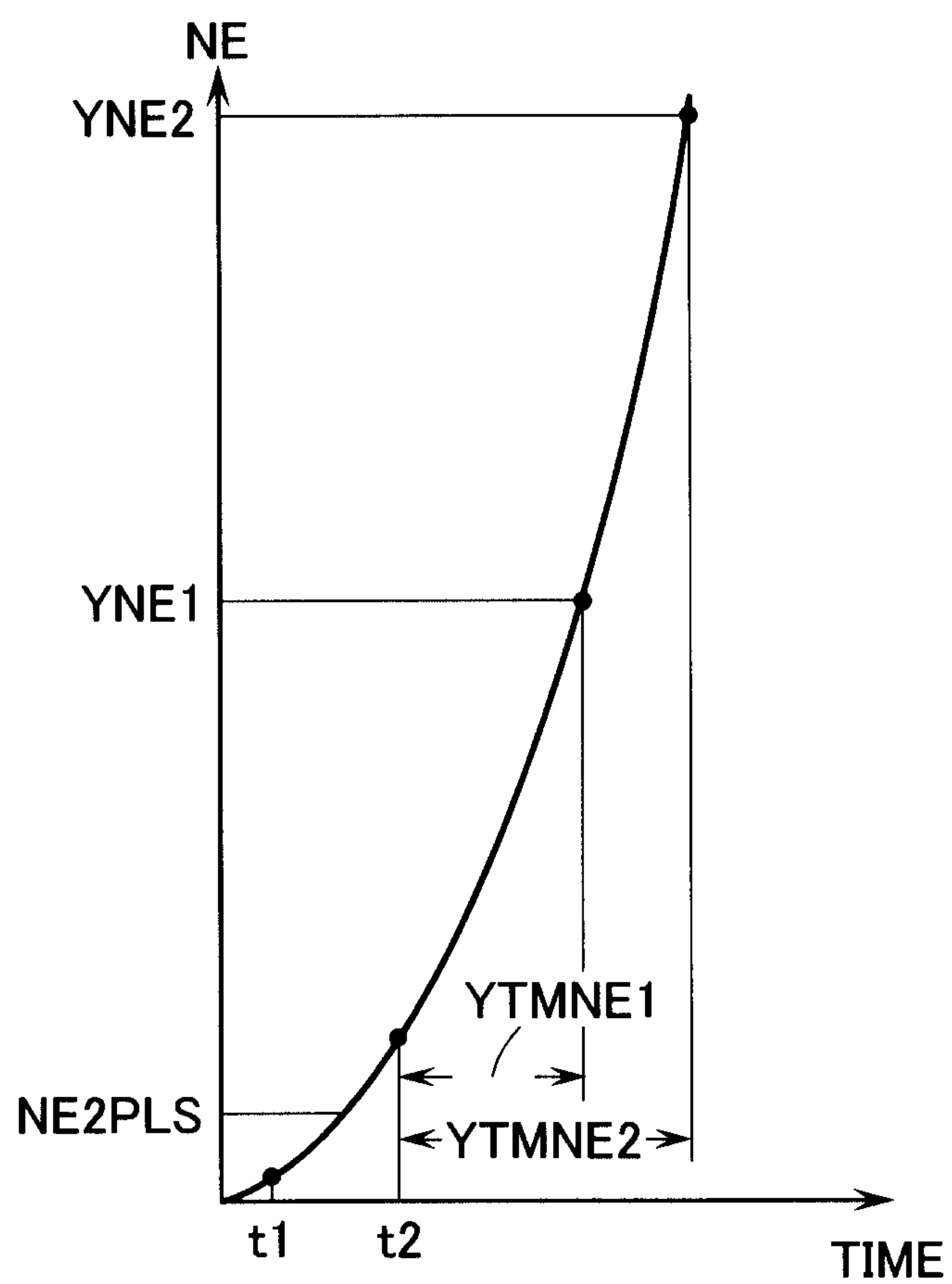


FIG. 8

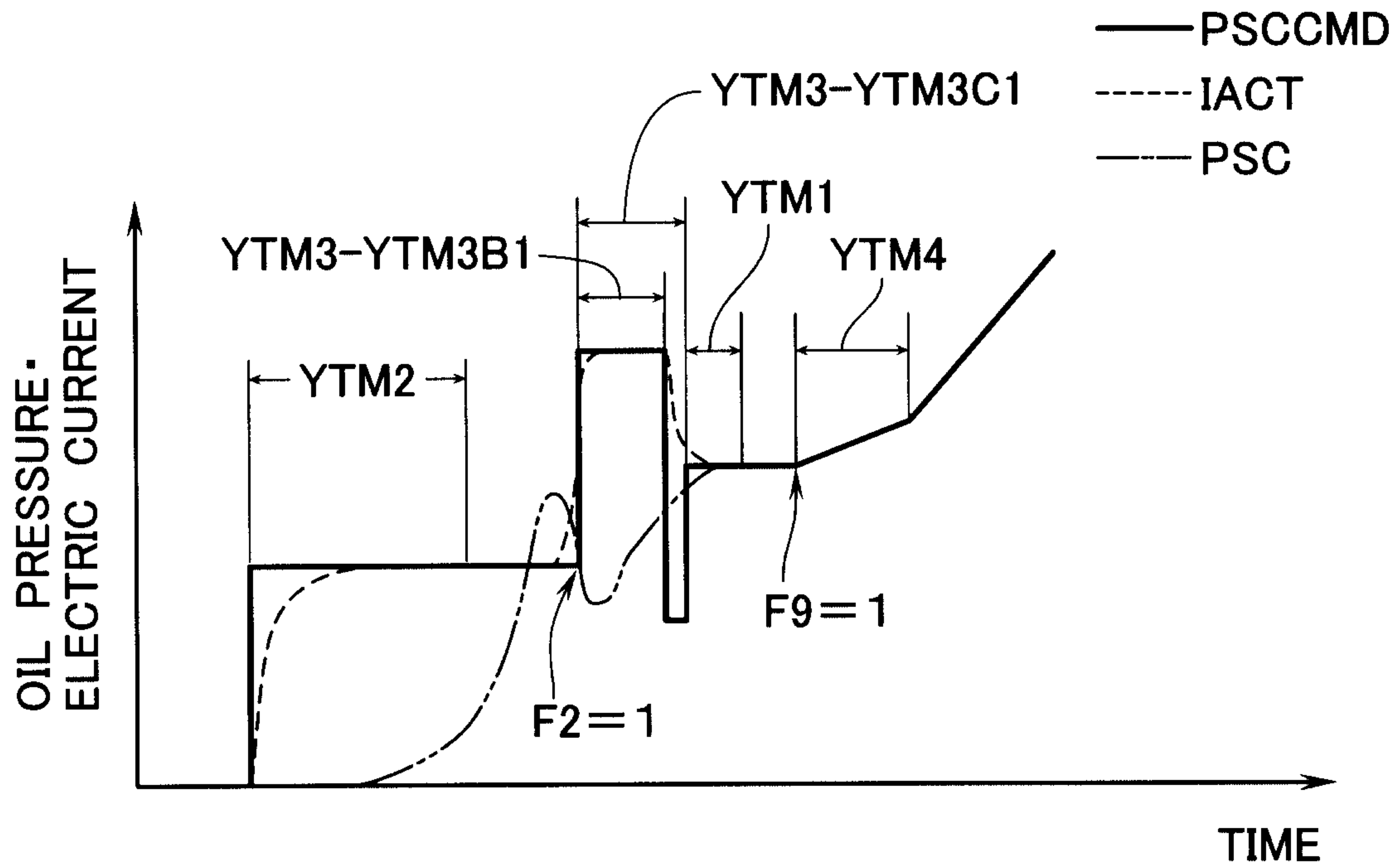


FIG. 9

