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the simulation assumes the cvt system to be in first order conditions while experimentally the cvt system is actually second order as the friction forces are a function of the displacement. thus, experimental results show the cvt system to be in a second order condition while the simulation results show the cvt system to be in a first order condition. however, the parameters of primary and secondary cam profile are adjusted based on the simulation results so that the primary and secondary pulleys can operate according to the desired conditions of cvt system. note that this method is a modification of a previously reported simulation based technique for cvt tuning (aaen, 2007). aaen olav also worked on cvt tuning using a phenomenological approach. he tried to identify the primary and secondary pulley as a flyweight mass and spring system. by adding a flyweight mass to the primary and secondary pulley the axial forces produced on the belt are generated and these forces are used to determine the primary and secondary cam profiles. this method provides complete control over the primary and secondary cam profiles. however, the flyweight mass of primary and secondary pulley have to be identified for every particular cvt (aaen, 2007). as in the simulation, the primary and secondary cam profiles are found to be inversely proportional to the flyweight mass, primary spring stiffness and secondary spring stiffness. the primary and secondary cam profiles were also found to be inversely proportional to the primary and secondary cam spring stiffness respectively. although these models are valid for practical cvt tuning, the models are not valid for the entire range of primary and secondary cam profiles. also, the secondary cam profile is not a constant but is instead a function of the primary cam profile (aaen, 2007).

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the cvt is generally composed of a fixed pulley and a movable pulley which are connected to each other by a v belt. the movable pulley is fitted with a pair of rollers and these rollers are fitted with a cam. the movement of the rollers is controlled by the rollers contacting the cam. as the rollers moves, the cam surface is moved and this movement causes the belt to move from one pulley to other pulley. the ratio of the speed between the two pulleys is continuously changing and this ratio is controlled by the ratio between the cams on the fixed and the movable pulleys. as the ratio of the speed of the input pulley and the output pulley vary continuously, the gear ratio of the cvt varies continuously. the range of the ratio is continuously variable and it can be increased and decreased with respect to the primary cam position. there are two types of cvt, stepped and continuous. cvt is basically the mechanism which generates a continuous variation in ratio of input to output speed. this variation is done by sliding one pulley around a fixed pulley with help of a v belt. the cvt is generally composed of a fixed pulley and a movable pulley which are connected to each other by a v belt. the movable pulley is fitted with a pair of rollers and these rollers are fitted with a cam. the movement of the rollers is controlled by the rollers contacting the cam. as the rollers moves, the cam surface is moved and this movement causes the belt to move from one pulley to other pulley. the ratio of the speed between the two pulleys is continuously changing and this ratio is controlled by the ratio between the cams on the fixed and the movable pulleys. as the ratio of the speed of the input pulley and the output pulley vary continuously, the gear ratio of the cvt varies continuously. the range of the ratio is continuously variable and it can be increased and decreased with respect to the primary cam position. 5ec8ef588b

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