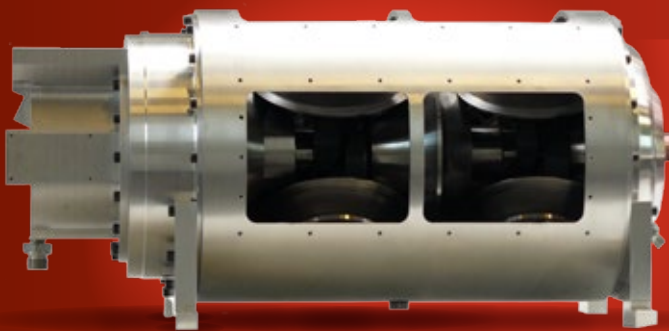


REVERSIBLE VARIABLE TRANSMISSION:

17-21% FUEL & EMISSION SAVINGS* ENHANCED DRIVEABILITY



**RVT: NO CLUTCH,
NO TORQUE CONVERTER,
NO DRILL-SLIP**

- ▶ 17-21% fuel savings*
- ▶ 17-21% less emissions*
- ▶ immediate throttle response
- ▶ enhanced driveability
- ▶ exceptionally smooth and precise ratio changing
- ▶ silent operation
- ▶ cost saving
- ▶ suitable for vehicles ranging from high torque heavy duty vehicles to small passenger cars

* this is on average; depending on vehicle type and based on a NEDC.

technical characteristics

- Offers unrivalled driveline efficiency, as the technology combines a constant internal high efficiency of 94 % with the ability to keep the engine on its lowest consumption curve at all times
- Continuously variable between forward over zero to reverse
- No drill-slip, typical of all other CVTs
- No clutch, no torque converter or other slipping components
- Extremely high transmission overdrive ratio: speed ratio from 2.6 to zero in forward, from 0.22 to zero in reverse
- No gears, no gear shifting
- Exceptionally efficient, low energy hydraulics
- Proven durability of traction components
- High torque capacity, suitable for buses and trucks
- Fast and very accurate control of output speed and of the speed ratio
- Light, robust and compact
- Designed to be maintenance-free
- Input and output shafts are in line

SINGLE STAGE VARIABLE TRANSMISSION:

16% FURTHER DRIVING RANGE*
ENHANCED HILL-CLIMBING
50% HIGHER TOP SPEED



**SVT: PROVEN:
FIRST HIGH TORQUE CVT
HIGHEST OVERALL
EFFICIENCY OF ALL CVTs**

- ▶ 16% further driving range*
- ▶ 50% higher top speed*
- ▶ immediate throttle response
- ▶ enhanced launch performance
- ▶ enhanced hill-climbing
- ▶ silent operation
- ▶ continuous power transmission without gear shifting
- ▶ for small to heavy duty vehicles

* on average; depending on vehicle type. Data compared to a single speed gearbox in a 3,5 ton delivery truck

technical characteristics

- Highest overall efficiency of all CVTs, at all power levels: 96 % - measured
- First CVT capable of handling high torques from heavy duty vehicles - measured
- Able to keep the electric motor on its lowest consumption curve at all times
- Torque ratio from 3 to 0.33, continuously and smoothly variable
- Exceptionally efficient, low energy hydraulics
- Proven durability of traction components
- Designed to be maintenance-free
- Fast & accurate control of speed ratio by electronic control unit
- Input and output shafts are in line