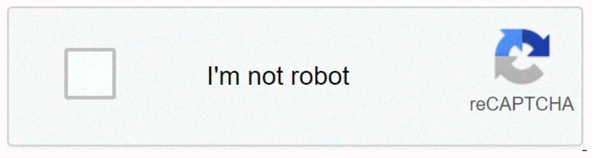

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Avancemos 2 final exam answer key

When you move gears in a car with a manual gearbox, you move the rod that moves the fork that connects the gears. Depending on which device you are shifting to another fork doing your job. The fork moves the collar to the desired device and the dog's teeth on the mesh collar with holes in the gear to plug it in. You will transfer back via a separate small idler gear. The reverse gear always rotates in the opposite direction of the other (front) gears. In past years, double-clutching has been common in order to disconnect devices, make collars and other devices reach the same speed, and then engage new devices. If you want a dual clutch shift, you pressed on the clutch pedal to free the engine from the gearbox. Then the collar moved to neutral. You released the clutch and revved the engine to get it to the correct ot/min value for other devices, so the collar and other devices spun at the same pace to allow the dog's teeth to engage the device. When the engine crashed at the correct speed, you pressed the clutch again to lock the collar into place in the next gear. Advertising Modern cars use synchronizers to avoid the need for a double clutch. The synchronizer, or synchro, allows the collar and device to synchronize their speed while they are already in contact, but before the dog's teeth get involved. Each synchro manufacturer is slightly different from the others, but the basic idea is the same. For example, a cone in one gear fits into a cone-shaped depression on the collar. The gearbox and collar synchronize their speeds thanks to friction between the cone and the collar. Then the outer part of the collar moves out of the way so that the device can be plugged into the dog's teeth. Similar entries in OSTI.GOV collections: FIELD OF INVENTIONContjues the current invention concerns the manual transmission for the vehicle and, in particular, the manual gearbox reverse synchronator mechanism with a structure that can also be used for the reverse speed stage of the synchronator used for forward gears. BACKGROUND OF INVENTION In general, the gearbox installed in the vehicle has an input shaft connected to the engine via a clutch, the output shaft is connected and transmits the engine torque to the vehicle's drive wheels and transmission systems with different gear ratios to increase or decrease the engine torque and its number of rotations and provided between the input shaft and the output shaft so that the number of torque and rotation is correctly changed by changing the gearbox gear ratios and transferred to the drive wheels to change the vehicle speed in accordance with different loads. The driver can therefore choose the torque and rotation number of the engine transmitted to the drive wheels from the engine by correctly shifting the gear lever to change the gear ratios of the transmission system so that in the best mode under different driving conditions and loads. In such a gearbox, each gear of the gear units is slipped into the input shaft and output shaft and selectively engages and disconnects from the synchronisation hub and synchronisation case of the synchronisation mechanism. The synchroniser mechanism includes components such as a synchroniser hub, a synchroniser case, two locking rings, two key springs and three sync keys that are one synchronized speed at different speeds and ensure that the input shaft and the gears mounted on the input shaft rotate at the same speed. The synchroniser hubs are strung to the input shaft and kept in it with rings. The mechanism of the synchronizer is also to actually lock these components together. The end result of these two functions is a conflict-free shift. The synchronizer mechanism may have an important role to play in the transfer. When the gearbox teeth are cut into the outer housing of the synchronator mechanism, the synchronifier housing can act as a reverse gear and assist in creating the correct direction of rotation for reverse operation. In the last gearboxes, all forward gears are synchronized. One synchronizer is located between the first and second gears on the input shaft. The next is located between the third and the output gear on the input shaft. If the gearbox has a fifth gear, it is also equipped with an additional synchronizer. Reverse gear is not normally equipped with a synchronizer. The synchronizer mechanism requires rotation of the gears in order to do its job and reverse them selected with the vehicle at the stop. With reference to FIG. 1 illustrating the conventional five-speed manual transmission, the input shaft 10 connected to the engine (not shown) and the output shaft 20 connected to the differential system (not shown) shall be disposed of in parallel. The first inlet gear 1 is arranged on input shaft 1, second inlet gear 12, input gear with third speed 13, input fourth gear at fourth speed 14 and input gear fifth speed 15 in sequence and on output shaft 20 first gear speed 21, second gear output gear 22, third gear 23 , the fourth gear 24 and the fifth gear 25 are arranged in order. The first and second inlet gears 11 and 12 are integrally formed by input shaft 10 and the third, fourth and fifth gear input gears 13, 14 and 15 shall be disposed of on the input shaft 10 to be rotated around them. The first and second gear speeds 21 and 22 shall be discarded at the output shaft 20 to be around them, and the third, fourth and fifth gears 23, 24 and 25 are integrally formed by the output shaft 20. There is a reverse idle shaft 30 disposed of in parallel with input and output shafts 10 and 20. One end of the non-idling shaft is supported by the clutch cover 40 and the other end is supported by gearbox 50. The reverse idling gear 31 coupled to the gear lever (not shown) shall be discarded on the idling shaft 30. The reverse transmission gear 32 for the transfer of energy to reverse idling gear 31 shall be formed integrally with input shaft 10 and reverse gear 33 for the reception of energy from the non-returnring gear 31 shall be formed integrally with the output shaft 20. In other words, reversing and driven gears 32 and 33 are arranged on a common line and designed to engage with each other in such a way that the reversing power is transmitted from the reversing propulsion device 32 to reverse gear 33 when the reversing idle gear 31 moves along the return idling shaft 30. The front gear to which synchronised engagement applies is generally helical gears which have a higher strength and generate less noise when engaged, while reverse gears which are not interconnected by the synchronator mechanism but in a selective sliding manner are made up of inducement gears. The synchronizers shall be disposed of between gears in order to synchronize the output of input shaft 10 with the selected speed. In Fig 2, the 2 synchronizer hub is slapped on the input or output shaft 10 or 20. The paired inlet and outlet speeds are slid and rotating mounted on both shafts 10, 20. The inner ring 4 is rotating and slid to the boss part 9 of the device 3 and at the same time together with hub 2 to be rotary, relative to them. The outer circumference surface of the inner ring 4 has a tapered shape. The outer ring 5 is available on the outer circumference of the inner ring 4 through the sync cone 6 to pair with the outer circumference surface of the inner ring 4. The inner circumference surface of the outer ring 5 has a tapered shape compared to the outer circumference surface of the synchronator cone 6. The synchronator cone 6 is movable in an axial direction and supported by an inner and outer ring 4 and 5 to be rotated together with gear 3. The synchronizer sleeve 8 is a splicing on the outer circumference of hub 2. Synchronizer keys 7 are discarded between synchronizer case 8 and hub 2. The synchronizer keys 7 move by sliding the synchronizer case 8 in the axial to push the outer ring 5, connecting the outer ring 5 with the synchronator cone 6 friction. As a result, this results in frictional connection of cone synchronizer 6 with inner ring 4. For forward shifting operations, before plugging in synchronifier housing 8 with spline 3a formed on the outer surface of gear 3, gear 3 and synchronator housing 8, they are synchronized and rotated by the friction handles of the inner ring 4 and the outer ring 5, which is synchronifier key 8 by moving the syncer keys 7, with opposite sides of the cone synchronizer 6, respectively. When the reverse gear is engaged, the reverse gear 31 as shown in Figure 1 shall be reversed. However, in conventional reverse gear operation, since the moment of inertia occurs even when the power transmission to input shaft 10 is disconnected by a (controlled) coupling, there is a difference between the reversing drive device 32 and the reversing gear 33. Therefore, when the reversing idle gear 31, which moves along the return idling shaft 30, is engaged with both the reversing transmission 32 and the reverse gearbox 33, there is a collision between the gears, which impairs the shifting operation. In addition, the gearbacks used in the conventional manual gearbox are made up of spur gears that have low stiff lysis problems and generate noise. SUMMARY OF INVENTION Therefore, the current invention was made in an attempt to solve the problems described above of conventional manual transmission. The aim of the current invention is to provide a reverse synchronator mechanism for manual transmission that can synchronize and mesh the device with each other so as to avoid collisions between gears, thereby improving shifting operation. It is another goal of the current invention to provide a reverse synchronizer mechanism for manual transmission that can increase solidness and reduce noise using helical devices such as reverse gearboxes. In order to achieve the above mentioned objects, the simultaneous invention provides a reversing synchronator mechanism for the manual transmission of the vehicle, consisting of a reversing idling propulsion device rotatingly mounted on the return idling shaft and connected to the first speed input transmission device, which is integrally formed around the input shaft to rotate with it; reverse idling gear incorporated on the reverse idling shaft; a reversing output transmission mounted on the output shaft and engaged in a reversing co-weft engine so that it rotates with it; (a) the synchronisation devices available between the idling device and the reversing gear, for the synchronisation and transmission of the retro-idle traction power to the idling speed back. As far as possible, both the idling reversing gear and the reverse idling gear are helical gears. According to the characteristics of the current invention, synchronization means consists of a charge splint on the outer circumference of the reverse idling drive unit; a synchronifier clam slipping to the outer circumference of the hub and cooperating with the gear selector lever; reverse coupling cone formed by a spline engaged in a sleeve synchronifier and carried out around the idling back of the shaft; a synchronator ring mounted on the outer circumference of the cone of the rear coupling; and synchronifier keys, which are discarded between the synchronizer case and the hub, to push the synchronifier ring towards the cone with the inverted clutch while moving into the syncer case. BRIEF DESCRIPTION OF DRAWINGS A more complete assessment of this invention and many of its accompanying advantages will be easily visible, since the same thing becomes a better understood reference to the following detailed description when considered in conjunction with accompanying drawings in which similar reference symbols indicate the same or similar components, where: FIG. 1 is a sectional view illustrating the structure of the conventional manual transmission; FIG. 2 is a sectional view illustrating the conventional synchronisation mechanism of the manual transmission shown in FIG FIG. (3) is a view illustrating the mechanism of the manual gearbox reverse synchronifier in accordance with the preferred embodiment of the current invention; and FIG. 4 is a sectional display along line IV--IV Fig. A DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT The preferred embodiment of the current invention will now be described in detail with reference to the accompanying drawings. Whenever possible, drawings shall use the same reference numbers to refer to the same of the same parts. With reference first to FIG. 1, the idling reversing stage 34, rotatingly mounted around the idling reversing shaft 30, shall be connected to the first inlet speed of 11, which is integrated with input shaft 10. The reverse idle gear 41, created integrally with the reverse idling shaft 30, is switched on, as shown in OBR. This means, as shown in Figure 1. Between the synchroniser case 36 and hub 35, that is, on the hub excaling 35, the three syncer keys 39 are disposed of at the same distance of about 120 degrees. The synchronizer keys 39 are connected to each other using key springs (not shown) to be printed with case 36. This means that the central upper surface of the synchronizer case 36 is part of the projection so that the protrusion is pressed by the synchronizer case 36, which allows the sync key 39 to be movable with the synchronizer case 36. Reverse coupling cone 37, which is integrally formed spline 37a with synchronator housing 36, is mounted on the reverse idling shaft 30. Synchronizer ring 38, to be pushed toward the rear clutch cone 37 synchronator keys 39, is slid on the outer circumference of the reverse clutch cone 37. All reverse idling drivers of gear 34, reverse idling steered gear 41, and reverse output gear 42 are helical gears. The reference digits 40 and 50, which are not described above, indicate the clutch housing and the gearbox housing. The operation of the resynchronizer mechanism described above will be described below. Before reverse gear operation, the reverse idling gear 34 shall be rotated together with the first inlet gear 11 and the reverse idling shaft 30 shall be fixed in such a way that the reverse idle gear 41 and the reverse gear 42 are connected only to each other but not rotated. In this state, when the pivot lever (not shown) is moved to reverse mode, the synchroniser hub 36, which rotates together with hub 35, moves along with hub 35. At this point, because the projection synchronizer keys 39 are printed synchronizer sleeve 36 so that synchronizer keys 39 are moved along with the synchronizer case 36. Therefore, synchronifier keys 39 push the sync ring 38 towards the reverse cone coupling 38 to create friction contact, gradually increasing and transferring the idle power of 34 to the reverse coupling cone 38. With this sync operation, when the torque of the synchronisation housing 36 becomes almost the same as that of the reverse clutch cone 37, the synchronizer housing 36 comes to engage the spline 37a of the reverse cone coupling 37. At this point, synchronizer keys 39 are blocked by synchronizer ring 38, preventing further forward movement, and only synchronizer sleeve 36 moves through the projection synchronizer keys 39, thus connecting with the reverse clutch cone 37. Accordingly, the power is transmitted to the return idling shaft 30 to rotate the reverse idling gear 41, and then transferred to the output shaft 20 by the reverse gear output device, thereby reversing the vehicle. Although the invention has been described in the context of what is currently regarded as the most repulsive preferred incarnation, it must be understood that the invention is not limited to published embodiments but, on the contrary, is intended to cover the various arrangements and equivalent arrangements included in the spirit and scope of the arguments attached. Claims.

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