



## **Nov. 4 Press Conference to Announce World's First and Only Positively Engaged, Infinitely Variable Transmission**

*VMT Technologies will unveil at a Nov. 4 press conference the patented technology behind the first high performance “green transmission” that the company says can eventually replace many of the existing transmissions and greatly reduce America’s dependence upon foreign oil. VMT is confident the working CAD prototype of its “Universal Transmission”—which clearly shows a transmission with an engaged neutral that requires no clutch or torque converter—will spur licensing deals with OEMs.*

Provo, UT, November 02, 2009 --([PR.com](http://PR.com))-- Just when the automotive world was beginning to embrace continuously variable transmissions (CVTs) as the wave of the future, a Utah-based company prepares to unveil its technology at a Nov. 4 press conference for a transmission it claims can replace many of the current transmissions, including CVTs. Called the “Universal Transmission,” it's estimated to improve gas mileage by at least 30 percent (even more in large trucks) and allow for the production of high-performing hybrid SUVs and mid-sized trucks.

Unlike standard and automatic transmissions that only provide limited sets of pre-defined gear ratios and CVTs that require a friction-based belt, the Universal Transmission is the first and only to function as a positively engaged, infinitely variable transmission with an engaged neutral. In addition, it eliminates the need for a clutch or torque converter.

“Our Universal Transmission will provide hybrid economy with NASCAR performance,” said VMT Technologies CEO Richard Wilson. “It's the ultimate green technology. We estimate it can reduce U.S. fuel consumption by 53 billion gallons annually. That's about a \$140 billion savings.”

Wilson said the Universal Transmission would be particularly beneficial to the hybrid and electric vehicle market because it will eliminate the need for the controller. The controller, an expensive component that can be up to half the vehicle's cost, is necessary to manage the large amps needed when electric vehicles start to move. In addition to eliminating the controller, it will also allow electric vehicles to use much smaller battery configurations. According to Wilson, these modifications would greatly reduce the cost of hybrids.

“Because we have infinite increments of ratio change&mdash;meaning we can come out with high torque when a vehicle just starts moving&mdash;the engine is always at its optimal performance,” said Wilson. “Unlike CVTs, our transmission will work in SUVs, mid-sized trucks and large semi trucks. It has minimal dynamic friction, fewer parts, increased efficiency and greater ease of operation.”

VMT first began working on its new transmission technology in 2005. The Nov. 4 press conference will mark the company's first public showing of the Universal Transmission's CAD prototype. VMT does not plan to manufacture the transmission. Instead, it will sell licensing agreements to original equipment manufacturers.



The VMT Technologies press conference is 10-11 a.m. MST Wednesday, Nov. 4, 2009 at the Novell Technology Center, Conference Room - Lobby A, 34 East 1700 South, Provo, Utah 84606. News media may RSVP by e-mailing [jeff@pizzinovations.com](mailto:jeff@pizzinovations.com) or calling (480) 606-8292.

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About VMT Technologies, LLC

VMT is a development and licensing company of world-changing innovative technologies. The company is headquartered at the Novell Technology Center in Provo, Utah. For more information, call 801-228-1510 or visit <http://theUniversalTransmission.com>.



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