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# Global CVT Belt(Including Steel Belt) Market Growth 2026-2032

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## Abstracts

The global CVT Belt(Including Steel Belt) market size is predicted to grow from US$ 1409 million in 2025 to US$ 1347 million in 2032; it is expected to grow at a CAGR of -1.1% from 2026 to 2032.

CVT Belt(Including Steel Belt) refers to the torque-transmission belt used in continuously variable transmission systems, where the belt operates between variable-diameter pulley sheaves to provide stepless changes in transmission ratio. The market covers both rubber friction CVT belts used mainly in scooters, all-terrain vehicles, utility terrain vehicles and snowmobiles, and steel pushbelts used primarily in automotive continuously variable transmissions. Rubber CVT belts generally combine engineered elastomer compounds, tensile cords and reinforcing fabrics, with cogged profiles designed to balance longitudinal flexibility, lateral rigidity, heat resistance and wear resistance. Automotive steel belts are composed of numerous precision steel elements supported by high-strength steel ring packs and transmit torque through compressive interaction with the pulley system. Key technical parameters include belt width and length, transmission capacity, allowable torque, dimensional stability, lateral pressure resistance, fatigue durability, operating temperature and compatibility with pulley geometry. This study classifies CVT Belt(Including Steel Belt) by application into Scooter Belt, ATV/UTV Belt, Snowmobile Belt, AUTOMOTIVE BELT and Others, covering both original equipment and replacement demand.

## Key Findings

CVT Belt(Including Steel Belt) spans rubber friction belts for powersports applications and steel pushbelts for automotive continuously variable transmissions

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Scooter Belt emphasizes flexibility efficiency and broad vehicle compatibility while ATV/UTV Belt requires substantially stronger torque and thermal performance

Snowmobile Belt requires high-power transmission durability and stable flexibility under severe low-temperature operating conditions

AUTOMOTIVE BELT is characterized by precision steel construction high power density and long-life integration within passenger vehicle transmission systems

Original equipment qualification and recurring replacement demand create distinctly different competitive models across the major application segments

## Market Trends

The CVT Belt(Including Steel Belt) market is evolving toward higher torque capacity, improved energy efficiency, greater thermal stability and increasingly application-specific transmission design. In rubber CVT belts, development is focused on stronger tensile reinforcement, heat-resistant elastomer compounds, optimized cog profiles and improved side-pressure resistance as scooters and recreational vehicles move toward higher power output and more demanding duty cycles. High-strength fibers, advanced compound formulations and double-cog constructions are increasingly important in severe-duty applications because belt performance must balance longitudinal flexibility with the lateral rigidity required to transfer torque between conical pulley surfaces. Automotive steel belt technology follows a different development path, emphasizing higher power density, precision manufacturing, reduced transmission losses, acoustic performance and scalability across different powertrain architectures. Steel pushbelt systems can support conventional internal-combustion, hybrid and selected electric powertrain configurations, extending the potential relevance of continuously variable transmission technology beyond traditional gasoline vehicles. Across both rubber and steel products, development is shifting from basic dimensional compatibility toward integrated optimization of belt materials, pulley geometry, friction characteristics, thermal behavior and transmission control.

## Market Dynamics

### Drivers

Demand for CVT Belt(Including Steel Belt) is supported by the established installed base of scooters, recreational vehicles and passenger cars using continuously variable

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transmission systems. Belt-type continuously variable transmissions provide smooth acceleration, compact packaging and continuously adjustable transmission ratios, supporting their use across vehicle categories with very different power requirements. In scooter and powersports applications, recurring replacement demand is structurally important because rubber belts operate under repeated bending, friction, thermal cycling and tensile loading and therefore have finite service lives. In automotive applications, steel pushbelts are engineered as integral transmission components and benefit from demand for smooth driving characteristics, efficient engine operation and compact automatic-transmission solutions. Higher power output in recreational vehicles and continued requirements for energy efficiency in passenger vehicles are simultaneously pushing suppliers toward greater torque capacity, lower transmission losses and improved durability.

## Restraints

Market development is constrained by the differing technical and economic characteristics of rubber and steel CVT systems. Rubber belts remain wear components whose life can be significantly affected by excessive temperature, pulley condition, clutch calibration, contamination, vehicle modification and severe operating cycles, creating warranty and application-matching requirements. Premium reinforcement materials and higher-temperature elastomers improve performance but increase manufacturing cost. Automotive steel belts require highly precise metallurgy, forming, dimensional control and fatigue performance, creating significantly higher manufacturing and qualification barriers. At the vehicle-system level, continuously variable transmissions also compete with stepped automatic transmissions, dual-clutch transmissions, direct electric drives and other drivetrain architectures. Increasing vehicle electrification may reduce CVT demand in applications where electric motors can directly provide the required operating range, although hybrid and specialized electric transmission concepts can continue to create selective opportunities.

## Opportunities

The strongest opportunities lie in higher-performance applications and in products capable of improving power density without materially increasing transmission package size. For rubber belts, more powerful scooters, all-terrain vehicles, utility terrain vehicles and snowmobiles create demand for higher side-pressure resistance, improved heat dissipation, stronger tensile reinforcement and longer service life. Premium aftermarket products provide additional value potential because users of recreational vehicles often prioritize durability and consistent acceleration over minimum acquisition cost. For automotive steel belts, opportunities center on higher torque capability, improved

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efficiency, reduced noise and vibration, and adaptation to hybridized powertrains. Continued optimization of steel element geometry, ring structure, metallurgy and pulley interaction can extend the operating envelope of belt-type continuously variable transmissions. Across the market, application engineering, vehicle-specific validation and digital product matching can also increase supplier differentiation by reducing installation errors and improving compatibility across increasingly complex vehicle platforms.

### Challenges

A central challenge is achieving stable transmission characteristics under highly variable torque, speed, temperature and duty-cycle conditions. Rubber CVT belts must remain flexible while resisting lateral compression, tensile fatigue, abrasive wear and heat accumulation, requiring tight control of compound formulation, cord adhesion and dimensional geometry. Automotive steel belts face different but equally demanding requirements involving contact pressure, fatigue strength, metallurgical consistency and extremely precise component tolerances. As vehicle power increases, transmission loads rise without proportional increases in available installation space, raising the importance of power density and thermal management. The diversity of vehicle platforms also creates extensive application-specific development and qualification requirements. In addition, suppliers must manage very different commercial models: automotive steel belts are closely integrated into transmission development and characterized by long qualification cycles, while rubber aftermarket products require broad vehicle coverage, inventory availability and strong distribution capability. Maintaining technology investment across these different market structures remains a significant strategic challenge.

## Industry Chain Analysis

The upstream industry chain for CVT Belt(Including Steel Belt) differs substantially by product technology. Rubber CVT belts depend on elastomer compounds, carbon and mineral fillers, reinforcing fibers, high-strength tensile cords, fabrics, adhesion systems and functional chemical additives. Compound formulation determines heat resistance, friction behavior, compression characteristics and fatigue durability, while the tensile member controls longitudinal strength and dimensional stability. High-load applications increasingly require higher-strength reinforcement and more sophisticated material combinations. Steel CVT belts rely on high-quality specialty steels and precision metallurgical processing for both individual steel elements and high-strength ring packs. Material cleanliness, fatigue resistance, surface characteristics and dimensional

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consistency are particularly important because hundreds of individual elements must operate as a coordinated transmission component under repeated contact stress.

Midstream production therefore has two distinct manufacturing routes. Rubber belt manufacturing involves mixing, cord treatment, calendaring, belt building, molding, cog formation, vulcanization, finishing and dynamic testing. Steel belt production requires precision forming of steel elements, manufacturing of multiple thin high-strength rings, heat and surface treatment, dimensional control, assembly and fatigue validation. In both cases, the highest value-added activities lie in material engineering, structural design, manufacturing consistency, durability validation and transmission matching. Downstream demand comes from scooter, recreational vehicle and passenger vehicle manufacturers as well as replacement channels. Original equipment business emphasizes early engineering involvement, qualification and stable mass production, while replacement demand is more dependent on application coverage, distribution, brand recognition and product availability.

## Segment Insights

By application, the CVT Belt(Including Steel Belt) market is classified into Scooter Belt, ATV/UTV Belt, Snowmobile Belt, AUTOMOTIVE BELT and Others. Scooter Belt typically uses rubber friction-belt technology and serves a broad range of light and medium vehicle platforms. Product design emphasizes flexibility around relatively small pulley diameters, stable ratio change, side-pressure resistance, wear performance and cost efficiency. Higher-output scooters increasingly require stronger tensile reinforcement, improved heat resistance and more advanced cog structures. ATV/UTV Belt operates under substantially more severe load conditions, including high torque, repeated acceleration, shock loading, elevated temperature and contamination from off-road environments. These characteristics favor reinforced cords, high-performance compounds and belt geometries designed to maintain lateral rigidity without sacrificing bending flexibility. Snowmobile Belt has similarly demanding power-transmission requirements but must additionally maintain material flexibility and dimensional stability at low temperatures and through rapid thermal changes.

AUTOMOTIVE BELT represents a fundamentally different technical segment within this application-based classification. In conventional passenger vehicle continuously variable transmissions covered by this study, steel pushbelts use hundreds of precision steel elements supported by multiple high-strength steel rings. Torque is transferred between variable-diameter pulley sets as the effective running radius changes continuously, allowing the transmission to operate without fixed gear ratios. Compared

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with rubber powersports belts, automotive steel belts require substantially higher levels of dimensional precision, metallurgy, fatigue control and integration with transmission hydraulic and electronic control systems. The Others segment covers additional specialized platforms using belt-type continuously variable transmission architectures. As a result, segment competition varies substantially in manufacturing technology, qualification requirements, replacement characteristics and value creation.

## Downstream Market Opportunities

Downstream opportunities are differentiated by vehicle platform and ownership cycle. Scooter applications provide recurring replacement demand and opportunities for broader vehicle coverage, improved durability and higher-efficiency transmission as vehicle performance rises. ATV/UTV applications favor premium products because off-road users expose belts to severe torque and thermal loads and place greater value on resistance to belt failure. Snowmobile applications similarly create demand for specialized products combining low-temperature flexibility with high horsepower capability. The automotive segment presents a different opportunity structure, where steel belt suppliers participate much earlier in transmission development and value is determined by efficiency, torque capability, durability, acoustic performance and system integration rather than periodic replacement. Hybrid powertrains and specialized transmission concepts may provide additional engineering opportunities where continuously variable ratios contribute to operating efficiency. Across all applications, closer integration between belt design, pulley systems and vehicle operating characteristics is increasing the value of application-specific engineering.

## Regional Insights

Regional demand for CVT Belt(Including Steel Belt) reflects major differences in vehicle production and usage patterns. Asia has a strong scooter and passenger vehicle manufacturing base, creating demand for both rubber scooter belts and automotive steel belts. The region combines large-scale vehicle production, extensive component supply chains and diverse requirements ranging from cost-oriented urban mobility products to precision automotive transmission components. Japan and other established automotive manufacturing markets have accumulated significant technical experience in continuously variable transmissions, while broader Asian scooter markets support substantial replacement and original equipment demand for rubber belts. The interaction between large production volumes, localized supply chains and increasing vehicle performance makes Asia strategically important across multiple CVT belt applications.

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North America has a comparatively stronger concentration of all-terrain vehicles, utility terrain vehicles, side-by-side vehicles and snowmobiles, supporting demand for high-load rubber CVT belts and premium replacement products. Severe off-road and recreational operating conditions raise the importance of heat resistance, torque transmission and durability. Europe has a more diversified structure, with scooter demand, passenger vehicle applications and selected recreational vehicle markets. Regional competitive priorities therefore differ materially: Asian markets combine manufacturing scale with both scooter and automotive transmission demand, North America places greater emphasis on heavy-duty recreational applications and aftermarket performance, while Europe is more closely influenced by passenger vehicle powertrain strategy, efficiency requirements and a diversified mobility mix.

## Competitive Landscape Analysis

The competitive landscape of CVT Belt(Including Steel Belt) is technically segmented despite being linked by the same continuously variable transmission principle. Rubber Scooter Belt, ATV/UTV Belt and Snowmobile Belt suppliers compete through elastomer formulation, tensile reinforcement, cog geometry, durability, vehicle coverage, original equipment relationships and aftermarket distribution. Premium recreational applications place particular emphasis on resistance to heat, shock loading and repeated high-torque operation, allowing technically differentiated products to command stronger positioning than basic replacement belts. AUTOMOTIVE BELT has substantially higher entry barriers because steel pushbelt manufacturing requires specialized metallurgy, precision component production, large-scale fatigue validation and deep integration with transmission system development. Supplier relationships in this segment are therefore more closely tied to vehicle and transmission platform cycles and involve longer qualification periods. Across the market, competitive advantage increasingly derives from application engineering, manufacturing consistency, validated durability and the ability to optimize the belt together with the pulley and transmission system. The coexistence of high-volume rubber replacement products and highly engineered automotive steel belts gives the overall market a diversified competitive structure with materially different technology, investment and channel requirements.

## Report Scope

LP Information, Inc. (LPI) ' newest research report, the “CVT Belt(Including Steel Belt) Industry Forecast” looks at past sales and reviews total world CVT Belt(Including Steel Belt) sales in 2025, providing a comprehensive analysis by region and market sector of

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projected CVT Belt(Including Steel Belt) sales for 2026 through 2032. With CVT Belt(Including Steel Belt) sales broken down by region, market sector and sub-sector, this report provides a detailed analysis in US$ millions of the world CVT Belt(Including Steel Belt) industry.

This Insight Report provides a comprehensive analysis of the global CVT Belt(Including Steel Belt) landscape and highlights key trends related to product segmentation, company formation, revenue, and market share, latest development, and M&A activity. This report also analyzes the strategies of leading global companies with a focus on CVT Belt(Including Steel Belt) portfolios and capabilities, market entry strategies, market positions, and geographic footprints, to better understand these firms' unique position in an accelerating global CVT Belt(Including Steel Belt) market.

This Insight Report evaluates the key market trends, drivers, and affecting factors shaping the global outlook for CVT Belt(Including Steel Belt) and breaks down the forecast by Type, by Application, geography, and market size to highlight emerging pockets of opportunity. With a transparent methodology based on hundreds of bottom-up qualitative and quantitative market inputs, this study forecast offers a highly nuanced view of the current state and future trajectory in the global CVT Belt(Including Steel Belt).

This report presents a comprehensive overview, market shares, and growth opportunities of CVT Belt(Including Steel Belt) market by product type, application, key manufacturers and key regions and countries.

## Market Segmentation

### Segmentation by Type:

Scooter Belt

ATV/UTV Belt

Snowmobile Belt

Automotive

Others

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## Segmentation by Structure:

Single Cog Belt

Double Cog Belt

Mini / Fine Pitch Double Cog Belt

Others

## Segmentation by Material:

Steel Belt

Rubber Belt

## Segmentation by Application:

OE Market

Replacement Market

## This report also splits the market by region:

Americas

United States

Canada

Mexico

Brazil

APAC

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China

Japan

Korea

Southeast Asia

India

Australia

Europe

Germany

France

UK

Italy

Russia

Middle East & Africa

Egypt

South Africa

Israel

Turkey

GCC Countries

The below companies that are profiled have been selected based on inputs gathered

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from primary experts and analysing the company's coverage, product portfolio, its market penetration.

Bosch

Schaeffler

Gates

Mitsuboshi Belting Ltd

Bando

Dayco

Continental

Fenner

Optibelt GmbH

Movendis

Sanlux Co., Ltd

## Key Questions Addressed in this Report

What is the 10-year outlook for the global CVT Belt(Including Steel Belt) market?

What factors are driving CVT Belt(Including Steel Belt) market growth, globally and by region?

Which technologies are poised for the fastest growth by market and region?

How do CVT Belt(Including Steel Belt) market opportunities vary by end market size?

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How does CVT Belt(Including Steel Belt) break out by Type, by Application?

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# Contents

## 1 SCOPE OF THE REPORT

1.1 Market Introduction
1.2 Years Considered
1.3 Research Objectives
1.4 Market Research Methodology
1.5 Research Process and Data Source
1.6 Economic Indicators
1.7 Currency Considered
1.8 Market Estimation Caveats

## 2 EXECUTIVE SUMMARY

2.1 World Market Overview
  2.1.1 Global CVT Belt(Including Steel Belt) Annual Sales 2021-2032
  2.1.2 World Current & Future Analysis for CVT Belt(Including Steel Belt) by Geographic Region, 2021, 2025 & 2032
  2.1.3 World Current & Future Analysis for CVT Belt(Including Steel Belt) by Country/Region, 2021, 2025 & 2032
2.2 CVT Belt(Including Steel Belt) Segment by Type
  2.2.1 Scooter Belt
  2.2.2 ATV/UTV Belt
  2.2.3 Snowmobile Belt
  2.2.4 Automotive
  2.2.5 Others
  2.2.6 CVT Belt(Including Steel Belt) Sales by Type
    2.2.6.1 Global CVT Belt(Including Steel Belt) Sales Market Share by Type (2021-2026)
    2.2.6.2 Global CVT Belt(Including Steel Belt) Revenue and Market Share by Type (2021-2026)
    2.2.6.3 Global CVT Belt(Including Steel Belt) Sale Price by Type (2021-2026)
2.3 CVT Belt(Including Steel Belt) Segment by Structure
  2.3.1 Single Cog Belt
  2.3.2 Double Cog Belt
  2.3.3 Mini / Fine Pitch Double Cog Belt
  2.3.4 Others
  2.3.5 CVT Belt(Including Steel Belt) Sales by Structure

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2.3.5.1 Global CVT Belt(Including Steel Belt) Sales Market Share by Structure (2021-2026)
2.3.5.2 Global CVT Belt(Including Steel Belt) Revenue and Market Share by Structure (2021-2026)
2.3.5.3 Global CVT Belt(Including Steel Belt) Sale Price by Structure (2021-2026)
2.4 CVT Belt(Including Steel Belt) Segment by Material
2.4.1 Steel Belt
2.4.2 Rubber Belt
2.4.3 CVT Belt(Including Steel Belt) Sales by Material
2.4.3.1 Global CVT Belt(Including Steel Belt) Sales Market Share by Material (2021-2026)
2.4.3.2 Global CVT Belt(Including Steel Belt) Revenue and Market Share by Material (2021-2026)
2.4.3.3 Global CVT Belt(Including Steel Belt) Sale Price by Material (2021-2026)
2.5 CVT Belt(Including Steel Belt) Segment by Application
2.5.1 OE Market
2.5.2 Replacement Market
2.5.3 CVT Belt(Including Steel Belt) Sales by Application
2.5.3.1 Global CVT Belt(Including Steel Belt) Sale Market Share by Application (2021-2026)
2.5.3.2 Global CVT Belt(Including Steel Belt) Revenue and Market Share by Application (2021-2026)
2.5.3.3 Global CVT Belt(Including Steel Belt) Sale Price by Application (2021-2026)

## 3 GLOBAL BY COMPANY

3.1 Global CVT Belt(Including Steel Belt) Breakdown Data by Company
3.1.1 Global CVT Belt(Including Steel Belt) Annual Sales by Company (2021-2026)
3.1.2 Global CVT Belt(Including Steel Belt) Sales Market Share by Company (2021-2026)
3.2 Global CVT Belt(Including Steel Belt) Annual Revenue by Company (2021-2026)
3.2.1 Global CVT Belt(Including Steel Belt) Revenue by Company (2021-2026)
3.2.2 Global CVT Belt(Including Steel Belt) Revenue Market Share by Company (2021-2026)
3.3 Global CVT Belt(Including Steel Belt) Sale Price by Company
3.4 Key Manufacturers CVT Belt(Including Steel Belt) Producing Area Distribution, Sales Area, Product Type
3.4.1 Key Manufacturers CVT Belt(Including Steel Belt) Product Location Distribution
3.4.2 Players CVT Belt(Including Steel Belt) Products Offered

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info@marketpublishers.com

3.5 Market Concentration Rate Analysis
3.5.1 Competition Landscape Analysis
3.5.2 Concentration Ratio (CR3, CR5 and CR10) & (2024-2026)
3.6 New Products and Potential Entrants
3.7 Market M&A Activity & Strategy

## 4 WORLD HISTORIC REVIEW FOR CVT BELT(INCLUDING STEEL BELT) BY GEOGRAPHIC REGION

4.1 World Historic CVT Belt(Including Steel Belt) Market Size by Geographic Region (2021-2026)
4.1.1 Global CVT Belt(Including Steel Belt) Annual Sales by Geographic Region (2021-2026)
4.1.2 Global CVT Belt(Including Steel Belt) Annual Revenue by Geographic Region (2021-2026)
4.2 World Historic CVT Belt(Including Steel Belt) Market Size by Country/Region (2021-2026)
4.2.1 Global CVT Belt(Including Steel Belt) Annual Sales by Country/Region (2021-2026)
4.2.2 Global CVT Belt(Including Steel Belt) Annual Revenue by Country/Region (2021-2026)
4.3 Americas CVT Belt(Including Steel Belt) Sales Growth
4.4 APAC CVT Belt(Including Steel Belt) Sales Growth
4.5 Europe CVT Belt(Including Steel Belt) Sales Growth
4.6 Middle East & Africa CVT Belt(Including Steel Belt) Sales Growth

## 5 AMERICAS

5.1 Americas CVT Belt(Including Steel Belt) Sales by Country
5.1.1 Americas CVT Belt(Including Steel Belt) Sales by Country (2021-2026)
5.1.2 Americas CVT Belt(Including Steel Belt) Revenue by Country (2021-2026)
5.2 Americas CVT Belt(Including Steel Belt) Sales by Type (2021-2026)
5.3 Americas CVT Belt(Including Steel Belt) Sales by Application (2021-2026)
5.4 United States
5.5 Canada
5.6 Mexico
5.7 Brazil

## 6 APAC

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6.1 APAC CVT Belt(Including Steel Belt) Sales by Region
6.1.1 APAC CVT Belt(Including Steel Belt) Sales by Region (2021-2026)
6.1.2 APAC CVT Belt(Including Steel Belt) Revenue by Region (2021-2026)
6.2 APAC CVT Belt(Including Steel Belt) Sales by Type (2021-2026)
6.3 APAC CVT Belt(Including Steel Belt) Sales by Application (2021-2026)
6.4 China
6.5 Japan
6.6 South Korea
6.7 Southeast Asia
6.8 India
6.9 Australia
6.10 China Taiwan

**7 EUROPE**

7.1 Europe CVT Belt(Including Steel Belt) by Country
7.1.1 Europe CVT Belt(Including Steel Belt) Sales by Country (2021-2026)
7.1.2 Europe CVT Belt(Including Steel Belt) Revenue by Country (2021-2026)
7.2 Europe CVT Belt(Including Steel Belt) Sales by Type (2021-2026)
7.3 Europe CVT Belt(Including Steel Belt) Sales by Application (2021-2026)
7.4 Germany
7.5 France
7.6 UK
7.7 Italy
7.8 Russia

**8 MIDDLE EAST & AFRICA**

8.1 Middle East & Africa CVT Belt(Including Steel Belt) by Country
8.1.1 Middle East & Africa CVT Belt(Including Steel Belt) Sales by Country (2021-2026)
8.1.2 Middle East & Africa CVT Belt(Including Steel Belt) Revenue by Country (2021-2026)
8.2 Middle East & Africa CVT Belt(Including Steel Belt) Sales by Type (2021-2026)
8.3 Middle East & Africa CVT Belt(Including Steel Belt) Sales by Application (2021-2026)
8.4 Egypt
8.5 South Africa

+357 96 030922
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8.6 Israel
8.7 Turkey
8.8 GCC Countries

**9 MARKET DRIVERS, CHALLENGES AND TRENDS**

9.1 Market Drivers & Growth Opportunities
9.2 Market Challenges & Risks
9.3 Industry Trends

**10 MANUFACTURING COST STRUCTURE ANALYSIS**

10.1 Raw Material and Suppliers
10.2 Manufacturing Cost Structure Analysis of CVT Belt(Including Steel Belt)
10.3 Manufacturing Process Analysis of CVT Belt(Including Steel Belt)
10.4 Industry Chain Structure of CVT Belt(Including Steel Belt)

**11 MARKETING, DISTRIBUTORS AND CUSTOMER**

11.1 Sales Channel
  11.1.1 Direct Channels
  11.1.2 Indirect Channels
11.2 CVT Belt(Including Steel Belt) Distributors
11.3 CVT Belt(Including Steel Belt) Customer

**12 WORLD FORECAST REVIEW FOR CVT BELT(INCLUDING STEEL BELT) BY GEOGRAPHIC REGION**

12.1 Global CVT Belt(Including Steel Belt) Market Size Forecast by Region
  12.1.1 Global CVT Belt(Including Steel Belt) Forecast by Region (2027-2032)
  12.1.2 Global CVT Belt(Including Steel Belt) Annual Revenue Forecast by Region (2027-2032)
12.2 Americas Forecast by Country (2027-2032)
12.3 APAC Forecast by Region (2027-2032)
12.4 Europe Forecast by Country (2027-2032)
12.5 Middle East & Africa Forecast by Country (2027-2032)
12.6 Global CVT Belt(Including Steel Belt) Forecast by Type (2027-2032)
12.7 Global CVT Belt(Including Steel Belt) Forecast by Application (2027-2032)

+357 96 030922
info@marketpublishers.com

## 13 KEY PLAYERS ANALYSIS

13.1 Bosch
13.1.1 Bosch Company Information
13.1.2 Bosch CVT Belt(Including Steel Belt) Product Portfolios and Specifications
13.1.3 Bosch CVT Belt(Including Steel Belt) Sales, Revenue, Price and Gross Margin (2021-2026)
13.1.4 Bosch Main Business Overview
13.1.5 Bosch Latest Developments
13.2 Schaeffler
13.2.1 Schaeffler Company Information
13.2.2 Schaeffler CVT Belt(Including Steel Belt) Product Portfolios and Specifications
13.2.3 Schaeffler CVT Belt(Including Steel Belt) Sales, Revenue, Price and Gross Margin (2021-2026)
13.2.4 Schaeffler Main Business Overview
13.2.5 Schaeffler Latest Developments
13.3 Gates
13.3.1 Gates Company Information
13.3.2 Gates CVT Belt(Including Steel Belt) Product Portfolios and Specifications
13.3.3 Gates CVT Belt(Including Steel Belt) Sales, Revenue, Price and Gross Margin (2021-2026)
13.3.4 Gates Main Business Overview
13.3.5 Gates Latest Developments
13.4 Mitsuboshi Belting Ltd
13.4.1 Mitsuboshi Belting Ltd Company Information
13.4.2 Mitsuboshi Belting Ltd CVT Belt(Including Steel Belt) Product Portfolios and Specifications
13.4.3 Mitsuboshi Belting Ltd CVT Belt(Including Steel Belt) Sales, Revenue, Price and Gross Margin (2021-2026)
13.4.4 Mitsuboshi Belting Ltd Main Business Overview
13.4.5 Mitsuboshi Belting Ltd Latest Developments
13.5 Bando
13.5.1 Bando Company Information
13.5.2 Bando CVT Belt(Including Steel Belt) Product Portfolios and Specifications
13.5.3 Bando CVT Belt(Including Steel Belt) Sales, Revenue, Price and Gross Margin (2021-2026)
13.5.4 Bando Main Business Overview
13.5.5 Bando Latest Developments
13.6 Dayco

+357 96 030922
info@marketpublishers.com

13.6.1 Dayco Company Information
13.6.2 Dayco CVT Belt(Including Steel Belt) Product Portfolios and Specifications
13.6.3 Dayco CVT Belt(Including Steel Belt) Sales, Revenue, Price and Gross Margin (2021-2026)
13.6.4 Dayco Main Business Overview
13.6.5 Dayco Latest Developments
13.7 Continental
13.7.1 Continental Company Information
13.7.2 Continental CVT Belt(Including Steel Belt) Product Portfolios and Specifications
13.7.3 Continental CVT Belt(Including Steel Belt) Sales, Revenue, Price and Gross Margin (2021-2026)
13.7.4 Continental Main Business Overview
13.7.5 Continental Latest Developments
13.8 Fenner
13.8.1 Fenner Company Information
13.8.2 Fenner CVT Belt(Including Steel Belt) Product Portfolios and Specifications
13.8.3 Fenner CVT Belt(Including Steel Belt) Sales, Revenue, Price and Gross Margin (2021-2026)
13.8.4 Fenner Main Business Overview
13.8.5 Fenner Latest Developments
13.9 Optibelt GmbH
13.9.1 Optibelt GmbH Company Information
13.9.2 Optibelt GmbH CVT Belt(Including Steel Belt) Product Portfolios and Specifications
13.9.3 Optibelt GmbH CVT Belt(Including Steel Belt) Sales, Revenue, Price and Gross Margin (2021-2026)
13.9.4 Optibelt GmbH Main Business Overview
13.9.5 Optibelt GmbH Latest Developments
13.10 Movendis
13.10.1 Movendis Company Information
13.10.2 Movendis CVT Belt(Including Steel Belt) Product Portfolios and Specifications
13.10.3 Movendis CVT Belt(Including Steel Belt) Sales, Revenue, Price and Gross Margin (2021-2026)
13.10.4 Movendis Main Business Overview
13.10.5 Movendis Latest Developments
13.11 Sanlux Co., Ltd
13.11.1 Sanlux Co., Ltd Company Information
13.11.2 Sanlux Co., Ltd CVT Belt(Including Steel Belt) Product Portfolios and Specifications

+357 96 030922
info@marketpublishers.com

13.11.3 Sanlux Co., Ltd CVT Belt(Including Steel Belt) Sales, Revenue, Price and Gross Margin (2021-2026)
13.11.4 Sanlux Co., Ltd Main Business Overview
13.11.5 Sanlux Co., Ltd Latest Developments

**14 RESEARCH FINDINGS AND CONCLUSION**

+357 96 030922
info@marketpublishers.com

# List Of Tables

## LIST OF TABLES

Table 1. CVT Belt(Including Steel Belt) Annual Sales CAGR by Geographic Region (2021, 2025 & 2032) & ($ millions)
Table 2. CVT Belt(Including Steel Belt) Annual Sales CAGR by Country/Region (2021, 2025 & 2032) & ($ millions)
Table 3. Major Players of Scooter Belt
Table 4. Major Players of ATV/UTV Belt
Table 5. Major Players of Snowmobile Belt
Table 6. Major Players of Automotive
Table 7. Major Players of Others
Table 8. Global CVT Belt(Including Steel Belt) Sales by Type (2021-2026) & (K Meters)
Table 9. Global CVT Belt(Including Steel Belt) Sales Market Share by Type (2021-2026)
Table 10. Global CVT Belt(Including Steel Belt) Revenue by Type (2021-2026) & ($ million)
Table 11. Global CVT Belt(Including Steel Belt) Revenue Market Share by Type (2021-2026)
Table 12. Global CVT Belt(Including Steel Belt) Sale Price by Type (2021-2026) & (US$/Meter)
Table 13. Major Players of Single Cog Belt
Table 14. Major Players of Double Cog Belt
Table 15. Major Players of Mini / Fine Pitch Double Cog Belt
Table 16. Major Players of Others
Table 17. Global CVT Belt(Including Steel Belt) Sales by Structure (2021-2026) & (K Meters)
Table 18. Global CVT Belt(Including Steel Belt) Sales Market Share by Structure (2021-2026)
Table 19. Global CVT Belt(Including Steel Belt) Revenue by Structure (2021-2026) & ($ million)
Table 20. Global CVT Belt(Including Steel Belt) Revenue Market Share by Structure (2021-2026)
Table 21. Global CVT Belt(Including Steel Belt) Sale Price by Structure (2021-2026) & (US$/Meter)
Table 22. Major Players of Steel Belt
Table 23. Major Players of Rubber Belt
Table 24. Global CVT Belt(Including Steel Belt) Sales by Material (2021-2026) & (K Meters)

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Table 25. Global CVT Belt(Including Steel Belt) Sales Market Share by Material (2021-2026)
Table 26. Global CVT Belt(Including Steel Belt) Revenue by Material (2021-2026) & ($ million)
Table 27. Global CVT Belt(Including Steel Belt) Revenue Market Share by Material (2021-2026)
Table 28. Global CVT Belt(Including Steel Belt) Sale Price by Material (2021-2026) & (US$/Meter)
Table 29. Global CVT Belt(Including Steel Belt) Sale by Application (2021-2026) & (K Meters)
Table 30. Global CVT Belt(Including Steel Belt) Sale Market Share by Application (2021-2026)
Table 31. Global CVT Belt(Including Steel Belt) Revenue by Application (2021-2026) & ($ million)
Table 32. Global CVT Belt(Including Steel Belt) Revenue Market Share by Application (2021-2026)
Table 33. Global CVT Belt(Including Steel Belt) Sale Price by Application (2021-2026) & (US$/Meter)
Table 34. Global CVT Belt(Including Steel Belt) Sales by Company (2021-2026) & (K Meters)
Table 35. Global CVT Belt(Including Steel Belt) Sales Market Share by Company (2021-2026)
Table 36. Global CVT Belt(Including Steel Belt) Revenue by Company (2021-2026) & ($ millions)
Table 37. Global CVT Belt(Including Steel Belt) Revenue Market Share by Company (2021-2026)
Table 38. Global CVT Belt(Including Steel Belt) Sale Price by Company (2021-2026) & (US$/Meter)
Table 39. Key Manufacturers CVT Belt(Including Steel Belt) Producing Area Distribution and Sales Area
Table 40. Players CVT Belt(Including Steel Belt) Products Offered
Table 41. CVT Belt(Including Steel Belt) Concentration Ratio (CR3, CR5 and CR10) & (2024-2026)
Table 42. New Products and Potential Entrants
Table 43. Market M&A Activity & Strategy
Table 44. Global CVT Belt(Including Steel Belt) Sales by Geographic Region (2021-2026) & (K Meters)
Table 45. Global CVT Belt(Including Steel Belt) Sales Market Share Geographic Region (2021-2026)

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Table 46. Global CVT Belt(Including Steel Belt) Revenue by Geographic Region (2021-2026) & ($ millions)
Table 47. Global CVT Belt(Including Steel Belt) Revenue Market Share by Geographic Region (2021-2026)
Table 48. Global CVT Belt(Including Steel Belt) Sales by Country/Region (2021-2026) & (K Meters)
Table 49. Global CVT Belt(Including Steel Belt) Sales Market Share by Country/Region (2021-2026)
Table 50. Global CVT Belt(Including Steel Belt) Revenue by Country/Region (2021-2026) & ($ millions)
Table 51. Global CVT Belt(Including Steel Belt) Revenue Market Share by Country/Region (2021-2026)
Table 52. Americas CVT Belt(Including Steel Belt) Sales by Country (2021-2026) & (K Meters)
Table 53. Americas CVT Belt(Including Steel Belt) Sales Market Share by Country (2021-2026)
Table 54. Americas CVT Belt(Including Steel Belt) Revenue by Country (2021-2026) & ($ millions)
Table 55. Americas CVT Belt(Including Steel Belt) Sales by Type (2021-2026) & (K Meters)
Table 56. Americas CVT Belt(Including Steel Belt) Sales by Application (2021-2026) & (K Meters)
Table 57. APAC CVT Belt(Including Steel Belt) Sales by Region (2021-2026) & (K Meters)
Table 58. APAC CVT Belt(Including Steel Belt) Sales Market Share by Region (2021-2026)
Table 59. APAC CVT Belt(Including Steel Belt) Revenue by Region (2021-2026) & ($ millions)
Table 60. APAC CVT Belt(Including Steel Belt) Sales by Type (2021-2026) & (K Meters)
Table 61. APAC CVT Belt(Including Steel Belt) Sales by Application (2021-2026) & (K Meters)
Table 62. Europe CVT Belt(Including Steel Belt) Sales by Country (2021-2026) & (K Meters)
Table 63. Europe CVT Belt(Including Steel Belt) Revenue by Country (2021-2026) & ($ millions)
Table 64. Europe CVT Belt(Including Steel Belt) Sales by Type (2021-2026) & (K Meters)
Table 65. Europe CVT Belt(Including Steel Belt) Sales by Application (2021-2026) & (K Meters)

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Table 66. Middle East & Africa CVT Belt(Including Steel Belt) Sales by Country (2021-2026) & (K Meters)
Table 67. Middle East & Africa CVT Belt(Including Steel Belt) Revenue Market Share by Country (2021-2026)
Table 68. Middle East & Africa CVT Belt(Including Steel Belt) Sales by Type (2021-2026) & (K Meters)
Table 69. Middle East & Africa CVT Belt(Including Steel Belt) Sales by Application (2021-2026) & (K Meters)
Table 70. Key Market Drivers & Growth Opportunities of CVT Belt(Including Steel Belt)
Table 71. Key Market Challenges & Risks of CVT Belt(Including Steel Belt)
Table 72. Key Industry Trends of CVT Belt(Including Steel Belt)
Table 73. CVT Belt(Including Steel Belt) Raw Material
Table 74. Key Suppliers of Raw Materials
Table 75. CVT Belt(Including Steel Belt) Distributors List
Table 76. CVT Belt(Including Steel Belt) Customer List
Table 77. Global CVT Belt(Including Steel Belt) Sales Forecast by Region (2027-2032) & (K Meters)
Table 78. Global CVT Belt(Including Steel Belt) Revenue Forecast by Region (2027-2032) & ($ millions)
Table 79. Americas CVT Belt(Including Steel Belt) Sales Forecast by Country (2027-2032) & (K Meters)
Table 80. Americas CVT Belt(Including Steel Belt) Annual Revenue Forecast by Country (2027-2032) & ($ millions)
Table 81. APAC CVT Belt(Including Steel Belt) Sales Forecast by Region (2027-2032) & (K Meters)
Table 82. APAC CVT Belt(Including Steel Belt) Annual Revenue Forecast by Region (2027-2032) & ($ millions)
Table 83. Europe CVT Belt(Including Steel Belt) Sales Forecast by Country (2027-2032) & (K Meters)
Table 84. Europe CVT Belt(Including Steel Belt) Revenue Forecast by Country (2027-2032) & ($ millions)
Table 85. Middle East & Africa CVT Belt(Including Steel Belt) Sales Forecast by Country (2027-2032) & (K Meters)
Table 86. Middle East & Africa CVT Belt(Including Steel Belt) Revenue Forecast by Country (2027-2032) & ($ millions)
Table 87. Global CVT Belt(Including Steel Belt) Sales Forecast by Type (2027-2032) & (K Meters)
Table 88. Global CVT Belt(Including Steel Belt) Revenue Forecast by Type (2027-2032) & ($ millions)

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Table 89. Global CVT Belt(Including Steel Belt) Sales Forecast by Application (2027-2032) & (K Meters)
Table 90. Global CVT Belt(Including Steel Belt) Revenue Forecast by Application (2027-2032) & ($ millions)
Table 91. Bosch Basic Information, CVT Belt(Including Steel Belt) Manufacturing Base, Sales Area and Its Competitors
Table 92. Bosch CVT Belt(Including Steel Belt) Product Portfolios and Specifications
Table 93. Bosch CVT Belt(Including Steel Belt) Sales (K Meters), Revenue ($ Million), Price (US$/Meter) and Gross Margin (2021-2026)
Table 94. Bosch Main Business
Table 95. Bosch Latest Developments
Table 96. Schaeffler Basic Information, CVT Belt(Including Steel Belt) Manufacturing Base, Sales Area and Its Competitors
Table 97. Schaeffler CVT Belt(Including Steel Belt) Product Portfolios and Specifications
Table 98. Schaeffler CVT Belt(Including Steel Belt) Sales (K Meters), Revenue ($ Million), Price (US$/Meter) and Gross Margin (2021-2026)
Table 99. Schaeffler Main Business
Table 100. Schaeffler Latest Developments
Table 101. Gates Basic Information, CVT Belt(Including Steel Belt) Manufacturing Base, Sales Area and Its Competitors
Table 102. Gates CVT Belt(Including Steel Belt) Product Portfolios and Specifications
Table 103. Gates CVT Belt(Including Steel Belt) Sales (K Meters), Revenue ($ Million), Price (US$/Meter) and Gross Margin (2021-2026)
Table 104. Gates Main Business
Table 105. Gates Latest Developments
Table 106. Mitsuboshi Belting Ltd Basic Information, CVT Belt(Including Steel Belt) Manufacturing Base, Sales Area and Its Competitors
Table 107. Mitsuboshi Belting Ltd CVT Belt(Including Steel Belt) Product Portfolios and Specifications
Table 108. Mitsuboshi Belting Ltd CVT Belt(Including Steel Belt) Sales (K Meters), Revenue ($ Million), Price (US$/Meter) and Gross Margin (2021-2026)
Table 109. Mitsuboshi Belting Ltd Main Business
Table 110. Mitsuboshi Belting Ltd Latest Developments
Table 111. Bando Basic Information, CVT Belt(Including Steel Belt) Manufacturing Base, Sales Area and Its Competitors
Table 112. Bando CVT Belt(Including Steel Belt) Product Portfolios and Specifications
Table 113. Bando CVT Belt(Including Steel Belt) Sales (K Meters), Revenue ($ Million), Price (US$/Meter) and Gross Margin (2021-2026)

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Table 114. Bando Main Business
Table 115. Bando Latest Developments
Table 116. Dayco Basic Information, CVT Belt(Including Steel Belt) Manufacturing Base, Sales Area and Its Competitors
Table 117. Dayco CVT Belt(Including Steel Belt) Product Portfolios and Specifications
Table 118. Dayco CVT Belt(Including Steel Belt) Sales (K Meters), Revenue ($ Million), Price (US$/Meter) and Gross Margin (2021-2026)
Table 119. Dayco Main Business
Table 120. Dayco Latest Developments
Table 121. Continental Basic Information, CVT Belt(Including Steel Belt) Manufacturing Base, Sales Area and Its Competitors
Table 122. Continental CVT Belt(Including Steel Belt) Product Portfolios and Specifications
Table 123. Continental CVT Belt(Including Steel Belt) Sales (K Meters), Revenue ($ Million), Price (US$/Meter) and Gross Margin (2021-2026)
Table 124. Continental Main Business
Table 125. Continental Latest Developments
Table 126. Fenner Basic Information, CVT Belt(Including Steel Belt) Manufacturing Base, Sales Area and Its Competitors
Table 127. Fenner CVT Belt(Including Steel Belt) Product Portfolios and Specifications
Table 128. Fenner CVT Belt(Including Steel Belt) Sales (K Meters), Revenue ($ Million), Price (US$/Meter) and Gross Margin (2021-2026)
Table 129. Fenner Main Business
Table 130. Fenner Latest Developments
Table 131. Optibelt GmbH Basic Information, CVT Belt(Including Steel Belt) Manufacturing Base, Sales Area and Its Competitors
Table 132. Optibelt GmbH CVT Belt(Including Steel Belt) Product Portfolios and Specifications
Table 133. Optibelt GmbH CVT Belt(Including Steel Belt) Sales (K Meters), Revenue ($ Million), Price (US$/Meter) and Gross Margin (2021-2026)
Table 134. Optibelt GmbH Main Business
Table 135. Optibelt GmbH Latest Developments
Table 136. Movendis Basic Information, CVT Belt(Including Steel Belt) Manufacturing Base, Sales Area and Its Competitors
Table 137. Movendis CVT Belt(Including Steel Belt) Product Portfolios and Specifications
Table 138. Movendis CVT Belt(Including Steel Belt) Sales (K Meters), Revenue ($ Million), Price (US$/Meter) and Gross Margin (2021-2026)
Table 139. Movendis Main Business

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Table 140. Movendis Latest Developments
Table 141. Sanlux Co., Ltd Basic Information, CVT Belt(Including Steel Belt) Manufacturing Base, Sales Area and Its Competitors
Table 142. Sanlux Co., Ltd CVT Belt(Including Steel Belt) Product Portfolios and Specifications
Table 143. Sanlux Co., Ltd CVT Belt(Including Steel Belt) Sales (K Meters), Revenue ($ Million), Price (US$/Meter) and Gross Margin (2021-2026)
Table 144. Sanlux Co., Ltd Main Business
Table 145. Sanlux Co., Ltd Latest Developments

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# List Of Figures

## LIST OF FIGURES

Figure 1. Picture of CVT Belt(Including Steel Belt)
Figure 2. CVT Belt(Including Steel Belt) Report Years Considered
Figure 3. Research Objectives
Figure 4. Research Methodology
Figure 5. Research Process and Data Source
Figure 6. Global CVT Belt(Including Steel Belt) Sales Growth Rate 2021-2032 (K Meters)
Figure 7. Global CVT Belt(Including Steel Belt) Revenue Growth Rate 2021-2032 ($ millions)
Figure 8. CVT Belt(Including Steel Belt) Sales by Geographic Region (2021, 2025 & 2032) & ($ millions)
Figure 9. CVT Belt(Including Steel Belt) Sales Market Share by Country/Region (2025)
Figure 10. CVT Belt(Including Steel Belt) Sales Market Share by Country/Region (2021, 2025 & 2032)
Figure 11. Product Picture of Scooter Belt
Figure 12. Product Picture of ATV/UTV Belt
Figure 13. Product Picture of Snowmobile Belt
Figure 14. Product Picture of Automotive
Figure 15. Product Picture of Others
Figure 16. Global CVT Belt(Including Steel Belt) Sales Market Share by Type in 2026
Figure 17. Global CVT Belt(Including Steel Belt) Revenue Market Share by Type (2021-2026)
Figure 18. Product Picture of Single Cog Belt
Figure 19. Product Picture of Double Cog Belt
Figure 20. Product Picture of Mini / Fine Pitch Double Cog Belt
Figure 21. Product Picture of Others
Figure 22. Global CVT Belt(Including Steel Belt) Sales Market Share by Structure in 2026
Figure 23. Global CVT Belt(Including Steel Belt) Revenue Market Share by Structure (2021-2026)
Figure 24. Product Picture of Steel Belt
Figure 25. Product Picture of Rubber Belt
Figure 26. Global CVT Belt(Including Steel Belt) Sales Market Share by Material in 2026
Figure 27. Global CVT Belt(Including Steel Belt) Revenue Market Share by Material (2021-2026)

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Figure 28. CVT Belt(Including Steel Belt) Consumed in OE Market
Figure 29. Global CVT Belt(Including Steel Belt) Market: OE Market (2021-2026) & (K Meters)
Figure 30. CVT Belt(Including Steel Belt) Consumed in Replacement Market
Figure 31. Global CVT Belt(Including Steel Belt) Market: Replacement Market (2021-2026) & (K Meters)
Figure 32. Global CVT Belt(Including Steel Belt) Sale Market Share by Application (2025)
Figure 33. Global CVT Belt(Including Steel Belt) Revenue Market Share by Application in 2025
Figure 34. CVT Belt(Including Steel Belt) Sales by Company in 2025 (K Meters)
Figure 35. Global CVT Belt(Including Steel Belt) Sales Market Share by Company in 2025
Figure 36. CVT Belt(Including Steel Belt) Revenue by Company in 2025 ($ millions)
Figure 37. Global CVT Belt(Including Steel Belt) Revenue Market Share by Company in 2025
Figure 38. Global CVT Belt(Including Steel Belt) Sales Market Share by Geographic Region (2021-2026)
Figure 39. Global CVT Belt(Including Steel Belt) Revenue Market Share by Geographic Region in 2025
Figure 40. Americas CVT Belt(Including Steel Belt) Sales 2021-2026 (K Meters)
Figure 41. Americas CVT Belt(Including Steel Belt) Revenue 2021-2026 ($ millions)
Figure 42. APAC CVT Belt(Including Steel Belt) Sales 2021-2026 (K Meters)
Figure 43. APAC CVT Belt(Including Steel Belt) Revenue 2021-2026 ($ millions)
Figure 44. Europe CVT Belt(Including Steel Belt) Sales 2021-2026 (K Meters)
Figure 45. Europe CVT Belt(Including Steel Belt) Revenue 2021-2026 ($ millions)
Figure 46. Middle East & Africa CVT Belt(Including Steel Belt) Sales 2021-2026 (K Meters)
Figure 47. Middle East & Africa CVT Belt(Including Steel Belt) Revenue 2021-2026 ($ millions)
Figure 48. Americas CVT Belt(Including Steel Belt) Sales Market Share by Country in 2025
Figure 49. Americas CVT Belt(Including Steel Belt) Revenue Market Share by Country (2021-2026)
Figure 50. Americas CVT Belt(Including Steel Belt) Sales Market Share by Type (2021-2026)
Figure 51. Americas CVT Belt(Including Steel Belt) Sales Market Share by Application (2021-2026)
Figure 52. United States CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($

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millions)
Figure 53. Canada CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 54. Mexico CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 55. Brazil CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 56. APAC CVT Belt(Including Steel Belt) Sales Market Share by Region in 2025
Figure 57. APAC CVT Belt(Including Steel Belt) Revenue Market Share by Region (2021-2026)
Figure 58. APAC CVT Belt(Including Steel Belt) Sales Market Share by Type (2021-2026)
Figure 59. APAC CVT Belt(Including Steel Belt) Sales Market Share by Application (2021-2026)
Figure 60. China CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 61. Japan CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 62. South Korea CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 63. Southeast Asia CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 64. India CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 65. Australia CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 66. China Taiwan CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 67. Europe CVT Belt(Including Steel Belt) Sales Market Share by Country in 2025
Figure 68. Europe CVT Belt(Including Steel Belt) Revenue Market Share by Country (2021-2026)
Figure 69. Europe CVT Belt(Including Steel Belt) Sales Market Share by Type (2021-2026)
Figure 70. Europe CVT Belt(Including Steel Belt) Sales Market Share by Application (2021-2026)
Figure 71. Germany CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 72. France CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 73. UK CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 74. Italy CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 75. Russia CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($

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millions)
Figure 76. Middle East & Africa CVT Belt(Including Steel Belt) Sales Market Share by Country (2021-2026)
Figure 77. Middle East & Africa CVT Belt(Including Steel Belt) Sales Market Share by Type (2021-2026)
Figure 78. Middle East & Africa CVT Belt(Including Steel Belt) Sales Market Share by Application (2021-2026)
Figure 79. Egypt CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 80. South Africa CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 81. Israel CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 82. Turkey CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 83. GCC Countries CVT Belt(Including Steel Belt) Revenue Growth 2021-2026 ($ millions)
Figure 84. Manufacturing Cost Structure Analysis of CVT Belt(Including Steel Belt) in 2026
Figure 85. Manufacturing Process Analysis of CVT Belt(Including Steel Belt)
Figure 86. Industry Chain Structure of CVT Belt(Including Steel Belt)
Figure 87. Channels of Distribution
Figure 88. Global CVT Belt(Including Steel Belt) Sales Market Forecast by Region (2027-2032)
Figure 89. Global CVT Belt(Including Steel Belt) Revenue Market Share Forecast by Region (2027-2032)
Figure 90. Global CVT Belt(Including Steel Belt) Sales Market Share Forecast by Type (2027-2032)
Figure 91. Global CVT Belt(Including Steel Belt) Revenue Market Share Forecast by Type (2027-2032)
Figure 92. Global CVT Belt(Including Steel Belt) Sales Market Share Forecast by Application (2027-2032)
Figure 93. Global CVT Belt(Including Steel Belt) Revenue Market Share Forecast by Application (2027-2032)

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