one transmission assembly 200, and the other end of the shaft lever 226 is also connected to the mounting shaft of another transmission assembly (not shown). Accordingly, driving forces of the two transmission assemblies can be complementary. In other embodiments combinable with some embodiments of the invention, the transmission assembly 220 comprises a differential mechanism 227. As shown in FIG. 2, a radial outer side of the differential mechanism 227 is welded to the chain wheel 222. Of course, the differential mechanism 227 also can be mounted at other positions of the transmission assembly 220. As for a pair of transmitting assemblies in the training device 10, the differential mechanism shall be only mounted onto one transmission assembly. For example, the differential mechanism 227 is mounted onto the transmission assembly 220 shown in FIG. 2, but also can be mounted onto another transmission assembly not shown in FIG. 2. Use of the differential mechanism avoids the phenomenon of self-steering caused by uneven road surface or inconsistent rotational speeds of the pair of wheel assemblies 210 when making a turn, while not increasing additional resistance to steering of the wheels.

[0033] Please continue to refer to FIG. 4, a portion A in FIG. 4 is an exploded diagram of a drive assembly 230 of the transmission mechanism 200, and a portion B in FIG. 4 is a schematic diagram of a cam support 250.

[0034] As shown in FIG. 4, the drive assembly 230 comprises a cam 231, a connecting rod 232, a chain wheel 233, a bearing 234, a follow-up roller 235, an oscillating rod 236 and a shaft lever 237. The shaft lever 237 connects the chain wheel 233 and the cam 231 to each other via an opening 2312 formed in a center of the cam 231 by virtue of the bearing 234. The chain wheel 233 receives a driving force (a twisting force) provided by the transmission assembly 220 via the transmission belt 228 described above, such that the cam 231 rotates along with rotation of the transmission assembly 220.