Goldwing 2018 dct vs manual



As most of you know, I'm planning to purchase a 2018 Goldwing in the near future. I'm pretty sure I've made the decision, I'm having second thoughts on the DCT transmission. My first thought on the DCT transmission. My first thought on the red color, but I'm having second thoughts on my initial plan to get it with the DCT transmission. thoughts and considering a manual. I thought that I'd list my Pros and Cons and get some other opinions from the masses. DCT Pros 1. Hey, it's cool. It's finally here. Latest and greatest, gotta have it. 2. You don't have to shift. 3. Has a forward "walking speed" similar to the Wing reverse. (Not sure if it's electric or DCT driven) 4. Has some sort of "hill assist" when starting on grades. 5. Has 7 gears. Cons 1. Unproven on the Goldwing platform. 2. More things that can go wrong. (Switches and control modules) 3. Probably can't limp home after any transmission error. 4. Unknown performance pulling trailer or camper. Manual Transmission Pros 1. Finally has the 6th gear that I keep looking for. 2. Almost \$1000 less. 3. You get to shift. 4. Don't have to change clutch fluid. 3. You have to shift. 2. You have to shift. 2. You have to shift. 3. You have to shift. 3. You have to shift. 4. Don't have to shift. 3. You have to shift. 3. Yo into my mind about DCT vs. Manual is the forward AND reverse walking mode in the DCT is transmission driven, not electric motor driven. I read an article a few months ago about how it is implemented in the new Wing transmission. The manual version is electric motor driven and I think I read that it is a separate motor. It was nice just having reverse on that bike, but I was always concerned about how using reverse was putting a strain on the starter motor. These details are not in any way primary in my thinking, but if all else were equal then these details would decide the matter to me (transmission powered reverse and walking mode in both forward and reverse). I've had a bike with a true CVT. Works the same as DCT but is definitely different with no "gears" in the tranny. I didn't have much problem jumping back and forth, nor getting used to the benefits of not needing to shift. I did play with the simulated paddle shifting provided but only a few riders who had the same CVT powered bike I had (Burgman 650) and towed Mini-Mate campers from Washington state to the Mid-West and farther many times with no issues. I expect either version of the new Wing to have no issues doing the same. JMHO - Given Honda's strong track record of success in introducing new technologies, I don't think I'd be too concerned about the reliability issue nor the trailer towing operation. I'd guess they have tested the living bejeezers out of this thing. I'm not sure why I'd use the forward walking speed function - but the reverse function certainly does sound like a plus to me and as I understand it, that is available with the new 6 speed manual GL variant. Overall, if I were buying a new Gold Wing, I'd go for the manual, just because I understand it, it is simpler and lighter and it's \$1000 cheaper. Honda has tried automatics in several different model bikes over the last 40+ years and none of them have ever really caught on - not because they didn't work well or because of any durability issues. People simply didn't like them as much. I guess, that could make resale value a concern. To me it's sort of like the Mazda Wankel rotary engine - not bad, but not that lovable either. "When the horse is dead....dismount". Last edited: Jan 28, 2018 The forward/reverse walking mode is probably easier to use than the reverse on my present Wing. On my '08, you put the bike in neutral, push the reverse mode button, then press the starter button. To pull forward, press the reverse, but have had to, on a couple of occasions where it was a nesessity, like the time some idiot blocked an exit to parking lot and I had to back up, uphill......with camper attached. Having had a season's riding experience with my DCT equipped VFR1200X, I would absolutely choose the DCT version of the new Goldwing, if I was "in the market". a) you can't stall it b) when stuck in monotonous urban traffic, its nice to have the shifting done for you c) when you're experiencing road rage, and all you can do is accelerate in anger, there's a certain satisfaction - you're not a scared rabbit! d) no helmet burping with your passenger e) although not tested, it might be better when tearing up the side of a gravel pit? maybe not... Honda - the joy of riding! DCT is not an automatic and has absolutely nothing in common with previous Honda bikes offered with an "automatic" prior to DCT. Once acclimated to a DCT bike there isn't any "reprogramming" necessary when switching back and forth to a manual shift machine. You can change DCT mode to full manual and you get to shift and when in any auto mode you can override the DCT with manual upshift and downshift paddles - you still "get to shift" if you want. Something tells me though and once you get used to DCT you'll find shifting overrated. Honda has had tremendous success with DCT with some models selling 70% DCT to 30% manual when offered on the same bike. It's not really new tech anymore - it was released in the 2010 VFR both F version and later in the Crosstour X version; 2012 models of Integra, CTX700, NC700X; 2015 model of Africa Twin. After owning a DCT Honda for 25,000 miles I feel so strongly about it that there wouldn't be a reason for me to debate it if I was looking at the Goldwing. I'd take the DCT hands down. For the cons DCT has, it offers advantages that far outweigh them. Last edited: Jan 28, 2018 Something tells me though and once you get used to DCT you'll find shifting overrated. As I'm no hot shoe I tend to agree 100% though never operating a DCT bike. I guess shifting is fun for some people. For me it's just the cost of riding a bike. You'd think some people see not shifting as some kind of emasculation. And about the DCT 'walking gear'— it would be handy when maneuvering a bike into a garage to park. I have to park really close to the wall and I'm on the balls of my feet to move the bike back and forth since I can't ride straight in. So on a bigger heavier bike that walking gear would be helpful. It would serve well in a cramped parking lot where backing into a space isn't easily done. And you have the options. Honda has tried automatics in several different model bikes over the last 40+ years and none of them have ever really caught on - not because they didn't work well or because of any durability issues. People simply didn't like them as much. Interesting comment. First I have talked with many folks that have the Honda DCT in several different classes of motorcycles and all have said that they would not go back. I also belong to the Crosstourer forum for the VFR1200X and they did a pole of members and here is a caveat most of these members are in Europe so I think the commuter riding impacts there decision but that is a guess. I ended up with a manual more because it was what I was looking for at the right price used. I am confident that I most likely would have bought this same bike if it were a DCT. After doing some internet research, (yeah, I know. Don't believe anything). There have been a few cases on UK NC750DCT's, with water in the switches, rendering the bike dead in the water. (No pun intended) And one case in the UK of an Africa Twin going into a false neutral, over revving due to not being in gear, then dumping the clutch resulting in an unexpected wheelie! It may depend on a coin toss. After doing some internet research, (yeah, I know. Don't believe anything). There have been a few cases on UK NC750DCT's, with water in the switches, rendering the bike dead in the water. (No pun intended) And one case in the UK of an Africa Twin going into a false neutral, over revving due to not being in gear, then dumping the clutch resulting in an unexpected wheelie! It may depend on a coin toss. I think you are either joking with your research results or else looking for bias confirmation. Dave, I wish I were joking about my research, since I really think that I want a DCT. But before I drop 25K on a bike, I'm going to read everything that's out there, and then try to apply a BS filter to sort out the results. Here's the article on the AT, with the false neutral problems with Honda DCT machines having been active in various forums for the NC and AT since 2012. You will likely find posts by me in some of them and there are millions of miles under happy satisfied owners. That's why I replied as I did and why I wouldn't even consider a manual version when DCT is offered. I was right where you are in 2012 NC700X. DCT was a \$2200 upgrade back then. I ultimately decided on a manual version then closely watched how the DCT was accepted by it's owners. Three years later I bought a second NC in DCT. I'd never go back to a manual on that bike and wish that I'd bought DCT the first time. I wouldn't even consider a manual version when DCT is offered The Honda brand's market share has surely benefited from the DCT offering. Now if the proverbial ice cream dispenser could be built into the top box, imagine the effect on sales! The Honda brand's market share has surely benefited from the DCT offering. Now if the proverbial ice cream dispenser could be built into the top box, imagine the effect on sales! They will also pick up a few sales from guys who physically can't use the left foot to shift. More than a few vets, accident and stroke survivors who can't manually shift anymore. Tricycle kits have helped many back into riding. FWIW. I've been riding an Africa Twin with DCT for about a year now. Had all of the same doubts and reservations as everyone else posting here. Also read every review I could find on the Honda DCT. What convinced me to try it was how most (maybe all) of the reviewers started out expecting not to like the DCT. But by the end of their time with it, they were just raving about it ....in a good way. Figured the worst I could do is not like it and then I'll find a way to make it go away and get something else. I gotta say, for me, it's been fantastic! Not pushing it on you. I realize each of us has different wishes and goals for a bike. But if you're at all tempted, you should give it a try. I don't think you'll regret it. AK My GW buddy and I have been discussing the new 'Wings. I'm high on the DCT and he's says he'd probably get the manual. He hasn't articulated but I'm guessing he's just not sure about DCT and has the feeling that 'manual is better' probably based on 'what he knows'. And I have no experience with DCT and only know what I've read here. He has a GS1200R and uses the clutch-less shifting (?) all the time. I think there may be some aspect of that he's not crazy about but I don't recall. How is the BMW's shift similar to Honda's DCT (if at all)? It's not that I'm trying to get him to switch types but just understand exactly what's what. ... How is the BMW's shift similar to Honda's DCT (if at all)? It's not that I'm trying to get him to switch types but just understand exactly what's what. Not similar. (such as my RT). Honda's DCT uses a completely redesigned transmission to enable dual clutches. Honda's is much more refined and advanced. You can search for BMW shift Assist Pro and you'll find LOTS of chatter about it, including more prominent ways it is lacking and/or 'fails'. I expect BMW will continue to make improvements (they need to). My opinion. I'm still leaning toward the DCT, but not putting down a deposit until I ride one. I realize one instance can lead to mass hysteria when announced on the web. I'm still searching for the dangerous cold engine stall, or the ghost shifting problems on my current Wing. Seems like everybody has those problems but me. Also, I still can't find the Pan-weave on the ST1300, when over 100MPH with top box attached, although I keep looking every chance I get. And for some strange reason, I've never crashed and burned from running the alternative choice for rear tires on 2 of my bikes. At least I didn't start another oil thread! Ride Safe John Page 2 Now that you mention it... What kind of oil goes in the 2018 GW DCT tranny? :grin: :grin DCT route. The only concern I would have with DCT is that it is so smooth it takes away the performance "feel" of a manual (think trying to race a mid 80's Cadillac), however, looking at the design, I dont think that would be the case. Okay....figured I jump into this fray! I have MS and have wanted a DCT bike for quite a few years. Both Yamaha (2006-think trying to race a mid 80's Cadillac), however, looking at the design, I dont think that would be the case. 2010) tried it on the FJR's. Flawless operation. Honda tried it on the VFR-DCT '10-'12. Both Mfg.'s quit when buyers were, 1] Scared to try the new system, 2] Misinformed about a DCT operation. I even see here, in a few comments, some think it's a total 'automatic' tranny. IT IS NOT! The '18 has 3-modes. You can still shift by lever-no clutch needed, by left-hand paddle switches/up-down, or yes....auto-shift as most automobiles. YOU make the choice. NO missing gears. Get caught in stop-n-go traffic, usually a BIG pain w/a clutch lever bike, just switch to automatic. Eazy-peezy! Want to rip some curves, get ALL that HP...use the paddle shift and shift at peak RPM. Or....just feel like highway droning...use the shifter w/the foot. What drawback can their be? As DCT does ALL three modes. Now....if I can hack that \$27k load! Get caught in stop-n-go traffic, usually a BIG pain w/a clutch lever bike, just switch to automatic. This is the exact reason I guit buying cars & trucks with a stick shift, they suck in commuter traffic. DCT is something that I will consider in the future as my bike is also a commuter vehicle. I should've been a little clearer— I was wondering about the actual shifting (or not) on the BMW. This is the exact reason I quit buying cars & trucks with a stick shift, they suck in commuter traffic. I never owned a car with a stick but I had a lot of time driving one as a kid and I'm over it. Others enjoy it and that's fine. And in some parts of the country it may be a requirement in some vehicles. Me I've been fine with an AT for many many years. After reading a review of a DCT that was written by Fred Harmon, I've decided to go ahead with the DCT Tour model in red. He had too many good things to say about the model. I just have to wait until one arrives at the dealer. Ride Safe John Now to start a DCT oil thread. Great. A decision is made. Congratulations. Envious John! Give us a full ride report ! You can change DCT mode to full manual and you get to shift and when in any auto mode you can override the DCT with manual upshift and downshift paddles - you still "get to shift" if you want. Pushing paddle buttons is not the same as being able to slip the clutch as you like. You might pick the gear, but you still ain't controlling the clutch. For me, I like the simplicity and long life proven reliability of a manual plus the ability to feather a clutch as I like. But with a 2 mile long line of cars doing 0 to 5mph I often have to trudge through on some mornings.. the DCT does have some appeal. Curious to see how it holds up to p'up trailer towing duty. I'm not in the market yet, only 130k miles on my ST, long way to go before it gets replaced by a Wing. Me too, I like to be on control but the same time if you live in crazy traffic with big bike still make sense to me Pushing paddle buttons is not the same as being able to slip the clutch as you like. You might pick the gear, but you still ain't controlling the clutch. For me, I like the simplicity and long life proven reliability to feather a clutch. For me, I like the simplicity and long life proven reliability of a manual plus the ability to feather a clutch. mornings.. the DCT does have some appeal. Curious to see how it holds up to p'up trailer towing duty. I'm not in the market yet, only 130k miles on my ST, long way to go before it gets replaced by a Wing. I understand you, I hear that line often about "liking being in control of a clutch". An automatic clutch isn't for everyone but I started out riding Hondas with an automatic clutch and toe selected gears so my riding paradigm never included being wedded to a clutch lever. Fred Harmon's review says it best so far. When one experiences the performance, safety, and cool factor of seamless upshifts blasting out of a corner while leaned over on your ear you might like it enough to go back to a manual. I've been saying this for a while now when Honda puts DCT in the GW or another ST (not likely) it's gone past the tipping point and into wide acceptance. I'm not ready for a GW just yet, if it ever does happen it would definitely be a DCT for me, way to many goodies in that package makes it irresistible. I think we only have to look at high performance cars to see how this type of gear box technology is the future, heck even my diesel SUV has paddle gear sifters! I would not miss trying for that perfect gear shift every-time at all and would love not to have to feather the clutch in heavy traffic for what sometimes feels like an eternity on a hot day on an even hotter ST, fully loaded wife and all ... hold on maybe I'm closer to a GW Tour DCT than I think! Reading about the Africa Twin with DCT, it seems that once one becomes acquainted with how it works, and how to work it, the clutch lever is not really missed. In fact some experienced off road riders actually prefer it. Not having ridden one, I can't comment from personal experience though. I would really like to try one but getting a dealer to let you demo ride off road is darn near impossible. Like many, the idea of going clutchless first struck me as giving up something that offers me greater control. I'm happy to have read all of the comments here as well as the reviews because I've changed my mind. The main thing that strikes me is that no one that has experienced DCT has said that they actually would have PREFERRED a fully manual transmission. That speaks volumes. Until the 2018 Gold Wing, I was pretty sure I didn't want a bike any bigger than the ST. With the new Gold Wing, I was pretty sure I didn't want a bike any bigger than the ST. With the new Gold Wing having been put on a diet (though it's hardly svelte yet), all I need is a \$26k windfall and I'll sign up for one. Even now I'm considering a second smaller bike just for local trips and if I had a Gold Wing instead of the ST, I would be even more inclined to get a second bike. So, it can get expensive quickly. I'm always looking forward and considering what my next bike might be if my ST gives out. It could be another ST, but I hate to buy used. An FJR is also a serious candidate and now the new Gold Wing has become a candidate too. Hmmm, \$18,000 vs \$26,000... somehow that doesn't seem like that big a leap. ... The main thing that strikes me is that no one that has experienced DCT has said that they actually would have PREFERRED a fully manual transmission. That speaks volumes... Until the 2018 Gold Wing, I was pretty sure I didn't want a bike any bigger than the ST. With the new Gold Wing having been put on a diet (though it's hardly svelte yet)... Even now I'm considering a second smaller bike just for local trips and if I had a Gold Wing instead of the ST. With the new Gold Wing having been put on a diet (though it's hardly svelte yet)... Even now I'm considering a second smaller bike just for local trips and if I had a Gold Wing instead of the ST. ...now the new Gold Wing has become a candidate too. Hmmm, \$18,000 vs \$26,000... somehow that doesn't seem like that big a leap. I agree with your entire post but highlighted the bits that especially spoke to me. Fortunately I don't have a place for it or even a second smaller bike. At least fortunate in the sense that I save some money. Not as will kill any possibility of a wheelie. the ABS/TC computer and that will kill any possibility of a wheelie. Oh damn! The single most important question I ask myself when checking out a bike— will it wheelie? You know just in case I ever want to try it. To be honest I do sort of envy the ease with which some sport bike riders raise and lower the front enduties a without actually 'popping' a wheelie. Recently a sportbiker fired out of a blind driveway in front of my car and made a left turn in the same direction of travel and wheelied in that easy-going style. I don't he ever saw me until the front end touched down. When I was in high-school a guy I knew had a 305 Scrambler (CL-77) and he would ride a wheelie for days while standing up on the footpegs front or back. Getting the wheel off the ground was loud and dramatic. (He cut the last two inches of the resonator off.) Page 3 I was able to demo a DCT Tour this morning. The dealer asked me to be back 30 minutes or so and that was about as long as it took to take the long way to my house and get my wife on the back. She is an important part of any decision this big and if she buys in then who knows. There are a bunch of reviews online already so I'll save that bandwidth. It's an awesome motorcycle and the DCT has been refined to a very high degree. Very smooth and responsive. No human can kick down 3 or 4 gears as quick as this does and the downshifts are smoother than my 700X. One of the dealership employees took this quick video of parking lot maneuvers. The bike is super easy to ride slow. I was able to demo a DCT Tour this morning. The dealer asked me to be back 30 minutes or so and that was about as long as it took to take the long way to my house and get my wife on the back. She is an important part of any decision this big and if she buys in then who knows. Nice Dave. No wheelies? I've been researching the VFR1200X DCT and have been curious about the slow speed handling. This, and everything I've read about the ST13? I was able to demo a DCT Tour this morning. The dealer asked me to be back 30 minutes or so and that was about as long as it took to take the long way to my house and get my wife on the back. She is an important part of any decision this big and if she buys in then who knows. There are a bunch of reviews online already so I'll save that bandwidth. It's an awesome motorcycle and the DCT has been refined to a very high degree. Very smooth and responsive. No human can kick down 3 or 4 gears as quick as this does and the downshifts are smoother than my 700X. One of the dealership employees took this quick video of parking lot maneuvers. The bike is super easy to ride slow. What did the wife think Dave? I'll be down in March to check it out Was the video taken in walk mode? Nice Dave. No wheelies? I've been researching the VFR1200X DCT and have been curious about the ST13? From the cockpit it's not much bigger than the ST1300, in fact where the tank would it appears to be narrower and the mirrors are set out on mounts away from the fairing with daylight in between so it seemed like there was less mass in width out front. The pegs are little further forward and the bars seemed to be closer thus straightening the spine and opening up hip and the knee angles... I did not have enough time to feel really acclimate so it felt a bit odd to me the entire time. Of course it was fast and incredibly smooth. I'm used to my 700 slipping through 6 gears by 40 mph in Drive mode under light throttle and the GW in Tour does the same except smoother. The first 3 shifts from a start to 4th under light throttle are almost imperceptable unless you watch the tach. Sport is quite a noticeable change in shift pattern with gears being held longer and shifts are smoother than my bike [NC700X] and probably as smooth as rider of average skills could do with a clutch. This is much better than my 700. Cruising at 55 in 7th in Tour auto mode a WOT drops 4 gears in the blink of an eye and the 6 cylinder burble becomes a wail. Passing is a thought, not a problem to solve. At 90 mph it's no more noisier or turbulent than 60. The stock shield is higher than the ST's both at the bottom of their travel and it likely 2 or 3 inches higher at the bottom of travel. Quiet quiet quiet, My wife liked it as I thought she would because of the passenger seat accommodations. It was easier for me to lift off the side stand with her settled in. It looks magnificent in the red. At the dinner table she was asking money questions. Well, the ST1300 is pretty easy to wheelie. All you need is a loaded top box or a passenger leaning back, and just roll on the throttle. 1st gear and the front end comes right up - it doesn't even have to be intentional! Was the video taken in walk mode? The walking mode speed in forward is limited to 3/4 of 1 mph IIRC. This was in Tour auto shift mode in first gear using the throttle against rear brake. You can see a couple places where I throttled a little too much or released a little too much or released a little. The walking mode speed in forward is limited to 3/4 of 1 mph IIRC. This was in Tour auto shift mode in first gear using the throttle against rear brake. You can see a couple places where I throttled a little too much or released a little too much brake and the bike jumped forward a little. How exactly does the bike start from a dead stop? It is my understanding that the DCT shifts guickly and seamlessly - so there is very little slipping of the clutch. How about starting from an uphill stoplight? In your parking lot video, is there a minimum speed that the bike will go forward (assuming a very skilled operator)? How do you 'feather' the (nonexistent) clutch? Is it ALL throttle controlled? +1. Having never ridden a DCT bike, my curiosity isn't in how smooth and seamless sequential shifts are in normal riding--that topic has been beat to death in many threads and journalist reviews.. There's overwhelming consensus that the DCT (especially on the new Goldwing) is very good in normal riding. : yes: But my unanswered question about 'goodness' of DCT is around safety in fast changing scenarios: I wonder how seamless it acts and how capable it is in situations where there is atvpical, sudden, urgent changes in throttle or brake or both, especially at very low speeds (lower speeds than can be attained creeping along at idle in first gear). I'm specifically curious as to how it behaves as the bike is being stopped or has just stopped and the computer is feathering or opening the clutch (such as at a stop light), and at that same instant, you need immediate power and clutch engagement to avoid getting rear-ended by a car who's driver didn't see the stoplight. Those transition moments to zero or just off of zero speed (when sudden brake, throttle, or clutch actions are required) seem likely to be the biggest software challenge of DCT--perhaps that is addressed and the DCT is very good in those moments too, but I've not gathered any sense of it from reading various threads and reviews. (Not that I'm considering a DCT Goldwing, rather just wondering.) I want to know about slow speed feathering the clutch scenarios. I often have 2 miles of traffic backup to get through where the speed averages 0 to 5 mph. DCT is very good in those moments too Not a problem at all. Imagine yourself slow or stopped, and you see in your mirror someone coming from behind, far too quickly - just twist the through where the speed averages 0 to 5 mph. DCT is a major benefit in that frustrating situation. But texting still isn't a good idea... Catcher, yeah, not stalling it is important! In thinking it through, perhaps it is moderately easy for the computer to be prepared when it's in 1st gear and at zero or near-zero speed for normal throttle and brake inputs? So have you tried to confuse DCT at very low speed or as it shifts up or down from 1st to 2nd or coming to a stop with jerky brake or throttle inputs (such as happens when one is startled)? That's when it is most likely to have the wrong gear ready. I wonder if, for example, it has 2nd gear active and it is determining from conflicting brake or throttle inputs whether it flops between having 1st or 3rd ready, with delays or lack of acceleration regardless of throttle position. Having experience with a well developed DCT. Very slow running in a long line of traffic was no problem and the clutch would auto-feather at low throttle input. I could creep forward VERY slowly. Rapid take off was applied, with more throttle came an immediate increase in torque resulting in immediate "get out of the way" acceleration. Of course a true CVT has no "gears" to shift into but is continuous application of torque throughout the speed and power range as needed. More throttle increased torque and less throttle decreased torque and less throttle increased torque and less throttle decreased torque and less throttle increased torque and less throttle decreased torque. and really do want to test ride and find out for myself. The website for the local dealer here does not yet show that they have any yet. Since it's still cold with chances of snow continuing through the next month and a half I don't really expect any in stock until early March at soonest. I can wait. I don't think they would allow a test ride until the streets are cleaned off of most of the sand and grit from winter treatments. what does it do with strange or conflicting inputs?? I don't see how conflicting inputs?? I don't see how conflicting inputs?? I don't see how conflicting inputs?? Although I've ridden my DCT - VFR a whole season, I honestly can't say whether the throttle works when the brakes (linked) are applied. That would indeed be a conflicting input! Interesting. Wait a couple of months til the snow's gone; I'll check it out and report back... Btw, I do remember throttle functioning normally when the rider forgets to release the parking brake, sigh. I have to admit I do find it amusing how we don't think computers can mimic our human actions when self drive cars are already a reality and are better drivers than humans, we're on the verge of a robotic revolution that will likely present one of the biggest challenges to our society. I sure DCT works just great on all situations, many already stake their lives on it and plenty more will follow, still we are curious by nature but not to far away from that curiosity being obsolete in an automated world most of us will never be able to understand the inner workings of. Catcher, yeah, not stalling it is important! In thinking it through, perhaps it is moderately easy for the computer to be prepared when it's in 1st gear and at zero or near-zero speed for normal throttle and brake inputs? So have you tried to conflicting inputs? So have you tried to conflicting inputs? So have you tried to conflict inputs and throttle inputs and throttle inputs. (such as happens when one is startled)? That's when it is most likely to have the wrong gear ready. I wonder if, for example, it has 2nd gear active and it is determining from confusing/abrupt/conflicting brake or throttle inputs whether it flops between having 1st or 3rd ready, with delays or lack of acceleration regardless of throttle position. I'll say that you've never read or heard of a confused DCT is because in my experience it never happens. Riders get flustered and make stuttering decisions but operating with a simple set of algorithms the DCT does not. It chooses what to do correctly and does not waffle - the rider does but if you try and confuse it by rapidly opening and closing the throttle it selects the correct gear quicker than any rider can and is ready to go when the rider ultimately makes up his/her mind. I believe in the hierarchy of PCM decisions braking is not a sensory input. Rather it senses acceleration or deceleration or deceleration based on selected gear, trending wheel speeds and throttle position. If I'm waffling and the machine is in 2nd it only has to have 1st and 3rd at the ready. I have never experienced anything but safe predictable operation from the DCT machine I ride. Now only if I could be safe and predictable at all times. How exactly does the bike start from a dead stop? It is my understanding that the DCT shifts quickly and seamlessly - so there is very little slipping of the clutch. How about starting from an uphill stoplight? In your parking lot video, is there a minimum speed that the bike will go forward (assuming a very skilled operator)? How do you 'feather' the (nonexistent) clutch? Is it ALL throttle controlled? Peter, You simply twist throttle and go. The computer controls clutch engagement based on throttle position, rpms, and wheel speed. It cannot stall and never will. On steep uphill starts I can only assume it slips the clutch a little longer allowing the rpms to continuing climbing as wheel speed increases. You will have back brake applied to keep from rolling backwards then you give it some gas and release the rear brake and off you go. On most vehicles there is sufficient braking available to overpower thrust. From a standing start to the speed of these maneuvers you modulate rear brake to control speed on DCT. The DCT clutch that controls the odd number gears (1, 3, 5, etc., the other one controls 2, 4, 6, etc.) takes up in a range of a few hundred rpms off idle. It's not possible for me to hold rpms in that narrow friction zone so the clutch is pretty much engaged completely by 1200 or 1300 rpms. I normally hold rpms around 1800-2200 when working in the friction zone of any bike in slow speed maneuvers. On the ST I'm slipping the clutch is pretty much engaged completely by 1200 or 1300 rpms. I normally hold rpms around 1800-2200 when working in the friction zone and dragging some rear brake if needed. On a DCT bike or any bike with an automatic clutch I'm dragging rear brake to control speed. Hope this helps. I have to admit I do find it amusing how we don't think computers can mimic our humans, I think self-driving cars are getting closer and closer to prime time, but they're not really here yet. They're still running trials and there's still a human behind the wheel. Are they better? Well, better at hitting the brakes, yes, but probably not better at understanding a crossing guard's vague signals or a police officers verbal instructions. I am not a luddite at all, but where human safety is involved, I'm a big fan of healthy skepticism.

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