

Cost of ownership manual vs. automatic



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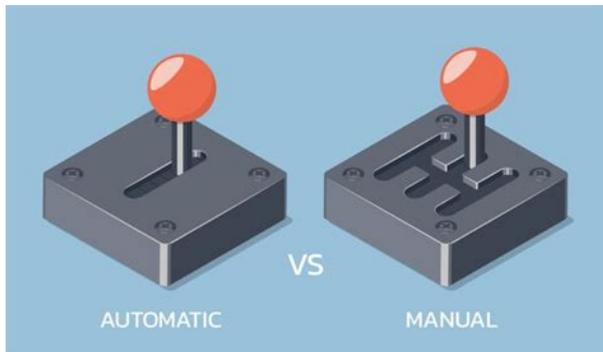
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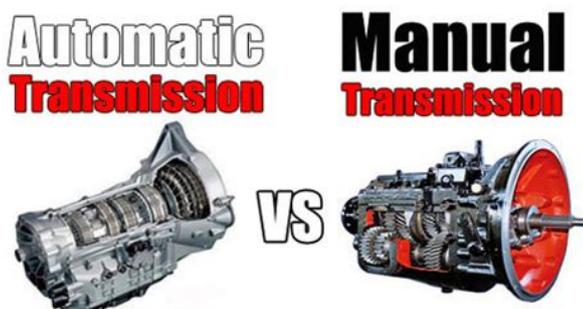
Book Descriptions:

Cost of ownership manual vs. automatic



Automatic Transmission Is it Worth it Buying a manual over an automatic often lead to significant cost savings, and there were enough of them being sold and driven that selling and resale value were not a problem. I'll take a look at the fuel efficiency, MSRP savings, and replacement costs of manual transmission vehicles compared to automatic to determine whether or not buying a manual is still worth it or whether its best to let the stick go the way of the dodo. So, I decided to turn back the clock to see what kind of fuel efficiency a manual transmission vehicle back then had over an automatic. I decided to select the 1984 Ford Escort my dad had a model pretty close to this one at one point. I'll use today's gas prices to make the comparison once you figure in inflation, savings comparisons should be fairly equal OK, so I can see why manual transmissions were seen as a cost saver. Let's take a look at the two vehicles Automatic models are usually as efficient as manuals these days, across the board. In my most fuel efficient cars post, I only put the automatic model mpg's, because I found that at most the manual versions only had 1 mpg better. And in some cases, like the Fiesta, fuel efficiency was worse. And that's considering the driver actually knows how to freaking drive a manual hasn't been the case with 75% of the drivers I've had the "privilege" of being a passenger with. I'll explain why I did that other than comparing apples to apples. When you go to sell that vehicle, you're not going to be able to sell it for the same amount as an automatic. It may not be the full original difference between the two models, but it will probably be close. Well, when you go to sell your vehicle, you might have trouble if 97% of resale market buyers want nothing to do with it. Your vehicle won't be able to command as much money or as much attention as an automatic and will take much longer to sell if at all. <http://polymer-consulting.com/pic/fisher-paykel-cpap-manual-sleepstyle-200.xml>

- 1.0.



Sure, certain very expensive sporty cars might be an exception to this rule, but for most makes and models, this rule will hold true. Each time they accelerate and shift late or early, or decelerate and do the same, they are slowly killing their transmission. Automatic Transmission Other Factors Manual diehards will tell you that driving a stick has become second nature. They don't even think about it. That may be, but I prefer to have an extra hand, even if it's to do things I shouldn't be doing that take my focus off the road. I would agree that you're more engaged or more "intune" with a stick. But more fun I'll pass on that kind of fun. That's doubtful, but even if it was true, dragracing is out of style these days. It's time to put the nail in the coffin of the stick. Convince us automatic trans drivers why we should consider a stick. My minivan doesn't have the pickup my Jetta did, and I sometimes feel myself accelerating to shift into a higher gear because the van doesn't shift as quickly as I would have with my Jetta. It also cost less to fill up the Jetta, but anyone who trades in a little car for a minivan would be a fool to think that they'd be paying the same for gas. For me, it was never about the cost, and always about the control. If you do not know how to drive it the clutch would need to be replaced. A clutch is more common. What does it cost to replace an automatic I have owned both and have always enjoyed driving a stick more so than an auto. As Katy pointed out an auto is a necessary evil sometimes. However if you are buying either of those cars cost was never a factor for you anyway. If I drove 15,000 miles per year for 7 years and did not have to replace the transmission or clutch what did it cost me and how much is it worth The US is the only country like that. The license examiner will not even look at you if you show up on an automatic vehicle. They may be still in the minority, but some rental agencies, in Europe, only carried manual.<http://mariondhuique-mayer.com/data/fisher-paykel-dd602-dishwasher-manual.xml>



My biggest disappointment when I had to replace that car, was that no other car, manual or automatic hybrids aside, could come close in fuel efficiency. For example, I have a coworker with a Prius that gets 58 mpg, when he wants to. It might not actually be the case, but that's how it feels. When you're driving stick, you're waiting for the RPMs to go up, so you can shift. In an automatic, you're just waiting. So you don't feel like you really accomplished anything by the time it shifts. It's a personal preference. Sure did by the end of the day, and it's been a pleasure since. The extra gear makes a huge difference in keeping RPMs down while accelerating and typically allowing for a lower RPM while cruising. Also why the 4 speed Escort is better than the 3 speed auto. I realize the speed results in varying mpg, but I honestly couldn't tell you the difference between a 4speed and a 6. There wasn't a 5speed auto version to compare to. It's the same vehicle otherwise. The higher the OD gear, the more fuel efficient highway driving becomes. You obviously have no idea what you are talking about. Persons who are very good at this technique are able to achieve 70mpg regularly on standard cars, 100mpg in some cases. Discounting the potential wear on the vehicle, the manual comes out on top in this case. This is the reason that hypermilers insist on manual transmissions, along with the intrinsic control of each aspect of their vehicle. Whenever I lay off the pedal, friction kicks in pretty quick, and the mph drops instantly. If you coast in neutral, you eventually lose power

braking very dangerous and your power steering, although its not as bad. On older models, this is not the case however. I had a 2006 Audi A4, no such luck, the computer stops even odometer reading on a hypermile. To restart; just turn the ignition on, about 20 feet before the stop sign, your car is fuel injected, so your safe. In the old days with carburetors, you had to coast.

Just be careful, never to pull it the ignition key, or your in serious trouble ! I go down 34 huge grades like 34 miles, in northern connecticut, where i live and I use 4th sometimes. You really don't need these anymore with electronics. So your very safe doin it, in those BMW's and some other models, with a stick. In the old days, they would tow rear wheel drive cars from the rear on their front wheels.Hypermile, turning off the ignition. Fallowing a big rig that close. How old are you Not to mention what state are you in. Last question, so I know where not to go. I have driven 43 states and Winsor Canada, In a big rig. If you got that close to my rear and I saw you, Well you would not have done it again. I no longer drive rig but log 35,000 plus miles a year driving.It is driving like yours that gets people killed. If you go even 65 around where I live on the freeway, you are likely to get yourself rearended. Also, your engine must idle when it is in neutral, which does use gas. If you actually coast while in drive, the turning wheels will spin the engine without using any gas. And lastly, shifting in and out of gear like that creates much more wear on your clutch and transmission. The repairs alone will naturalize any savings on gas. When you coast the car with the engine off it cuts out your power assisted steering and brakes. I know a guy in school who did that on a mountain road and lost control of the car doing this and drove into a tree. Him and his friend died and the girls in the back seats were injured and mentally scared for life. What happens if a child were to run into the road when you did this and your power assisted brakes don't work. You would kill them. No if you don't have the right car and don't know what you are doing stay out as they say. I have no idea where you got any indication in the other direction, but it's just not true. Friends of mine who work at or own car dealerships turn over their manual cars much more quickly.

CPPTRAJ

Daniel R. Roe

February 22, 2019

<https://github.com/Amber-MD/cpptraj>

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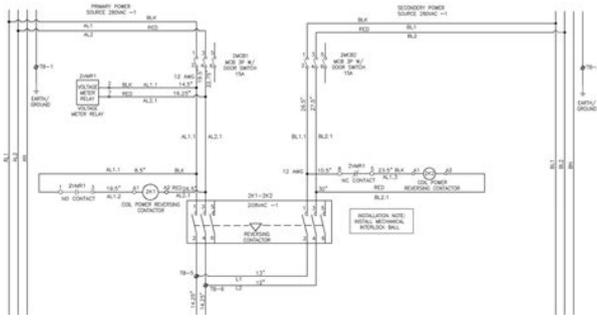
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<http://schlammatlas.de/en/node/22138>

However, if you know what you are doing, there won't be any difference, and in fact your transmission can last longer if you treat it correctly. Of course, if you drive a nonsporty manual in a sporty way, your transmission isn't built for that, and you will have issues. The advantage of being able to control the power to the wheels with the clutch CAN NOT be overstated. I grew up in one of the worst winter weather areas in the country Upper Michigan, and had absolutely no trouble in winter in a manual transmission car a tiny Chevy Cavalier, to boot!, because if you ever spin your wheels, you can feather the clutch and get back in control. In an auto, it is much more difficult. However, my left leg gets cramped in them, so I prefer manual transmissions. Love that view. As for the replacement, most often the clutch is what goes in the manual, not the entire transmission like auto's. I live in MN and I will choose to drive my 15 year old manual over my wife's 4 year old AWD automatic anytime we have slick roads. Much more control. Now if I could only get a manual AWD I'm thinking Subaru. It's called coasting; you cruise down hills, to stops, etc. Might as well just turn of the engine death trap ! I sold the other one because I could stand getting even close to it. I will take any manual car at any time over an automatic, and I have turned down deals after finding out the cars were automatic. Where I live, manual transmission Toyota Tacomas and anything VW with a manual transmission sell quickly and usually above blue book value! Get an automatic for some dinky car. The fun is with the sports car. A Ferrari would suck with an automatic, thats why they have sticks. Most commonly the the clutch is the only component that is replaced and that can be relatively inexpensive compared to replacing an automatic transmission or even components of an automatic transmission. It is common when an automatic transmission fails to need a total rebuild or replacement.

<http://florianschlosser.com/images/92-isuzu-rodeo-repair-manual.pdf>



This is why I would never buy a small car with an automatic. Small cheap cars typically have small cheap automatic transmissions that fail prematurely if they are driven hard. A manual can take the abuse. Automatics use up way too much power. Even 10 years ago, manual transmissions were scarce enough that I had to test drive a Subaru Outback with an automatic. The 2.5L engine is marginal for a car as heavy as the Outback. With the automatic, it was SLOW. I took a chance and got the manual with the same engine and it made a world of difference. With a manual transmission, you not only choose your shift points, you can change them on the fly. You can choose to shift for power and maximize acceleration when necessary, then change your shift points to keep the engine at its most efficient speed to save gas. Best of both worlds. And, yes, it's fun! I'll never drive another automatic again. That said, manuals will definitely save you money if you know how to drive them. More durable, and even the clutch will last a lifetime with due respect. Don't be fooled by the EPA ratings that may say otherwise. With a manual you can be sure to be in the most efficient rpm range of the engine, or choose not to if you demand performance. Having the choice to downshift around corners and exit ramps, etc. No one's even talking about rear wheel drive versus front wheel drive. If you have less of it, you also have proportionally less HP, as well. Good sports autos today can switch as fast as any typical street manual even with the best drivers. I would also speculate that the average weight of an automatic is higher, including the rotational mass of the drivetrain. The '11 manual had a close range gear box. Compare a '11 civic 5 speed to a auto, or a '11 small pick up. Compare a TDI Jetta manual to an auto, the Manual wins every time. 2nd. Decelerating or shifting late does nothing to a manual tranny I'm a mechanic and have rebuilt manual trannys.

<http://www.decor-ada.com/images/92-integra-factory-service-manual.pdf>



The only thing that will kill a manual is not using the clutch to shift or shifting without the clutch. Autos on the other hand can be ruined much easier, once the trans fluid is burned it needs to be flushed. Autos fail if you use them for pulling heavy trailers or driving them hard. Manuals only fail if you don't keep them filled with lubricant. Manual will always be more efficient if you have the same gear ratios Because Autos convert 5% of the engine power they receive into heat, and that is why

autos need cooling lines etc. Manuals transmit all of there power!! For the discussion Yes I have a Nissan 5spd. If my Manual ever fails I know how to rebuild a manual trans to. At 250k Miles I wouldn't trust an Auto. But with a manual I know the car won't let me down!! I'm a mechanic and have flushed many auto vehicles trannies and on others I've seen how much people spend to have faulty auto trannies rebuilt and repaired and the manuals are much more reliable, but also cheaper by far!!! Check this website out Manuals get much better mileage even in newer vehicles Saying automatics get better mpg because the majority of people you "know" driving manuals are idiots is not fair to the car. A manual transmission gives you the control to do what you want for better fuel economy, performance and all inbetween. I love it when I drive an automatic and I have to floor the gas too down shift only to have already reached my goal speed by the time it does. I think people confuse automatic with "artificial intelligence" it doesn't know what your trying to do, it just does what it's supposed to do, shift gears. Lucky for most of us we are smarter than a machine and can adapt to the driving situation. I myself average 20% better mpg for my vehicle than what's stated by the EPA. And my wife is all about performance and control than mpg, she never does my wallet any favors. I've had two automatics, and one of them went bad at about 130000. I purposely buy manuals for their longevity.

If somethings gonna fail, i'd rather it be the 150 dollar clutch verses some internal component of an auto that costs so much to get to that you might as well do a rebuild while you're in there. Economy wise, the fiesta is an automatic manual which means that it's a manual tranny rigged to shift itself and thus not a true auto. The new chevy cruze eco has a 6 mpg disparity in the manuals favor. Car makers are trying out new technology like cvt continuously variable tranny and even though it may make a car more comfortable to drive, it's also sucking up the fuel. In my experience auto's are needlessly complex i've rebuilt a few, and hopelessly unreliable. If your going to own your vehicle for more than a hundred thousand miles you might as well figure in the price of a new trans into your maintenance budget. Autos are a crutch for the lazy. Why do you need a free hand. In most states it's illegal to talk on the phone or eat while driving. That manual just might save you a ticket or accident. Also, I love the fact that when i'm driving on icy road, all I have to do in an emergency situation is push in the clutch and the wheels become free spinning. I once had a guy driving an auto spin into my lane and hit me because his tires lost traction on ice, and his tranny just kept applying power despite the fact that he was in a spin and headed for my fender. I attempted a panic stop to avoid him and managed to stay in my own lane thanks to my ability to quickly disconnect power to my wheels and thus maintain traction. If the driver of the other vehicle had had the same feature I may have been able to avoid the body shop. So basically unless you wanna eat an illegal hamburger while adjusting your radio and calling your cousin on the cell as you drive through town, a manual will do anything an auto can do and save you money in the process. My dad owns a manual transmission and so that's what i learned on.

<https://www.cir.cloud/wp-content/plugins/formcraft/file-upload/server/content/files/162862695534f1--C253-user-manual.pdf>

I have been hooked since my first time driving it and now i'm on the car hunt and i will pass up any car that's automatic. I just can't stand the automatic transmission. It' soooooo lazy to drive and no fun. The manual just give you the power to do whatever it feels like sometimes. I drove up a 30% grade dirt road that was entirely ice. With no traction i was able to make it up by putting it in first and feathering the throttle. With automatic we would have never made it ten feet and would have driven off the side. Anyways the point of this is that manual is just better for the future and from now on i will only buy manual transmissions. Lastly, you can still have a free hand with manual you only really shift when you reach third gear and you rarely ever need to shift past that. Just compare the 060 times for the same models. The automatics just still don't have that power. Add to this, he compares an automatic with a 6 speed versus a 5 speed manual for fuel economy. Give it a 6 or 7

speed manual and then lets see the results. That's what automobile companies, don't want you to know, if you keep your cars beyond warranty. Manual gear boxes rarely go, unless you let them run out of gear oil. Manuals are getting better and better and need less service than autos too. I can make a clutch last over 100,000 miles. Consumers, had not ought to succumb to free markets, more like free choice. Write the; companies, media and your congressman if need be. Trying to get a certain make and model in manual new, its a task, now, try getting it used, even harder. Just in the USA truckers typically prefer the good old manual transmissions. They tend to have a lot more gears then we are used to in cars too. That is the first time I have EVER herd someone use that argument.

da-kong.com/userfiles/can-am-outlander-service-manual.pdf

I have been around mechanics and every one of them will tell you due to a manual being ALOT less complex than an automatic they have far fewer problems, and replacing a clutch cost at least a thousand dollars less than rebuilding an automatic. My daily driver is a 97 cavalier with a 5spd with 156,000 miles, the transmission is perfect and IT HAS THE ORIGINAL CLUTCH. I sit in rush hour traffic reguraly and if you hang back off the car in front of you, I can coast along most of the time in 2nd gear NOT using the clutch OR the brake, therefore making it EASIER than an automatic in traffic. Drive a stick shift in the snow, a driver can work the gears based on what they see ahead of them, downshifting and keeping in your 123rd gears allows you to let off the gas to let the car slow without ever touching the brake, that means so sliding around. See some deep ruts coming up. Go into lower gear so you have more power on tap. Just crusing on the highway at 30mph. You can also use techniques such as starting in second gear, riding the clutch a little to gain a traction advantage. I honestly do not feel safe driving an automatic in the snow, I cannot understand how anyone would. How about you compare apples to apples and take a look at the Chevrolet Cruze Eco. 6spd automatic looses 3mpg city and highway to the 6spd Manual Cruze. If you want to make comparisons, please use a stronger example, the extra gear in an automatic fiesta will obviously perform better. Driving stick shift keeps you more focused on the road and whats going on with your vehicle, it makes you a better driver. It's a shame more Americans agree with you more than me. This would seem easy to do. Right now, there's is no market for this, especially on the US side. There's no need to explain, between the European and Japanese automotive industry who won. Certainly if you took the automatics away from the people who are driving them now and forced them to drive a stick, gas mileage would suffer.

However, a comparison between a sixspeed automatic and a fivespeed manual is not valid. When buying a new car, I've often heard the dealers say "Oh, you want a manual transmission. Those are hard to find; it's going to cost you" and "Oh, you're trading in a manual transmission. Those are hard to sell. Manual transmissions are more failureprone and more expensive to repair than automatics. Again, I suspect that this might be the case if we forced the population at large to switch to stick shifts and they learned the hard way. But even a terribly abused stick is likely to need nothing more than a new clutch. I suspect that not many automatic transmissions ever get repaired or replaced. When the transmission goes, the cost of repair is so high that the car is effectively totaled and it ends up in a junkyard. It's not cheap either. Doing things like texting while driving ARE illegal in some areas because a driver is more likely to crash since they are paying attention to something else duh SO don't do anything else with your hands while you are driving besides using them to drive. Whenever I have to use someone else's car that has an automatic transmission, I find that I am more easily distracted by everything, namely by being more likely to speed in a manual you are much more aware of what speed you are traveling at, since you have to shift to that certain gear to drive that speed. It's easier to fall asleep while driving an automatic. I hate to drive them because I feel so, so lazy and even worse I have less control over the car read the comments above about driving in snow Have you been huffing something Being able to downshift on demand has saved me from many accidents, since it enables you to slow your vehicle without applying the breaks.

Applying the breaks on ice applying friction to the road is much more likely to lead to skidding and loss of control, while downshifting slows the vehicle by applying friction to the engine not the road, which is far less likely to cause a dangerous skid in an ice or hydroplaning crisis. You can do it all, and if you do it often it is second nature. Until you want to pass someone, then being able to drop a gear on demand to hit the hyperdrive at just the right moment is priceless. It's an autobahn moment, baby. A little adrenaline shot. Makes you feel a little more alive. Go back to staring at Kim Kardashians' boobs, and sleepwalking through life. Leave my clutch and shift alone. In Europe they have their freeways but also twisty back roads with lots of changes in elevation. You'll hate driving an automatic there. I know they don't have a manual clutch but behind the scenes its 2 clutches and not the ancient torque converter technology like conventional automatics. You are far more likely to get better than listed actual gas mileage with a manual than with an automatic, often 5 to 12 miles per gallon better than the listed gas mileage. A well driven automatic you might at best get 35 miles per gallon better than the listed, and hard pressed to get that extra 5 miles out of a gallon. No, because manuals are better when it comes to fuel efficiency. And most Europeans would feel ashamed to drive an automatic. Automatics are considered for people who are not able to drive manuals in other words bad drivers. But if you ever travel to US, don't worry, driving an automatic will appear as easy as kindergarden to you." My left leg hurted from doing nothing and I was in constant danger to fall asleep. Manuals forever! He visited my country the first years but I had learned to drive an Hyundai Elantra stick shift so we didn't really even think to talk about it. We moved to his country in Italy and boy did I get an education.

We lived outside Rome in a very small and mountainous like a thing from fairytales windy, mountainous Frazione village within a mountain. I had to get a vehicle and was panicked at manual on those mountains. So we found the only automatic transmission literally in any regions within a couple hours and it was so funny. It was a small 1988. It had a little air pressure bubble you had to press before starting it, count and then press. I couldn't even figure out how to get it started so we ended up finding a little stick shift but, truth be told, after the first trip to the highest mountain there to shop with my husband and stalling most of the way up with a bunch of very angry Italians honking and construction workers screaming at me, that was probably the last effort lol. We were there for 4 years and I took trains and buses. My husband drove it but truly had an intense hate with it. He always muttered about not having any control and hating it. Each and every time he entered the vehicle lol. So I gave in and we got a little manual. I have to admit that I had a little trauma leftover from the fiasco in Italy with a stick so was pretty afraid to go back to it but we do love it. We went through 4 vehicles in this country, all automatic and some much newer then others. The manual is a 95 geo prizm and has outlasted anything in even basic maintenance and repairs also, repairing thousands of dollars worth of sensors and useless sensor glitches in the last newer vehicle was frustrating to the extremesomething we don't have to deal with at all now. However, since living in another country, I've learned most information here in America from personal viewpoints and experience tends to live inside the bubble of coming from only this country and ignoring the rest of the world and how things are there iethe metric system, vehicles, even medicine and Drs, etc. Manuals cost less to maintain by that math! Some get better MPGs as manuals, and some do as autos.

If you buy a pre2010 car, manuals get better MPGs. Do you want to maximize the power you have in a reasonably priced car with good fuel economy and 130 HP YES. In both the Honda Fit or Chevy Cruise, the manual gets to 60 MPH at least 10% faster. This power is useful when driving uphill, driving at high altitude where your car will have less power due to thin air, trying to accelerate through someone's blind spot, or generally trying to work the engine less hard extending its life. Assuming you don't buy a model with a bad manual see the Ford Mustang GT 6speed, a manual will last the lifespan of your car. Automatics do wear out, but a modern car should be able to go 150,000 miles first.Can't stand automatic and when you live in Colorado there's 2 unspoken rules about cars.

1 has to be AWD. 2 the only exception to rule 1, is manual. The reason is you will lose control on the icy roads especially in the mountains. Also manual will get you in the mountains with better horsepower because you can downshift to get the RPMs up and you will never stall up here. I urge you to either talk to people with a strong mechanical understanding of how transmissions work, or go google some more. It is clear you do not have a good understanding of what's bad for transmissions, and the actual costs of maintaining them down the road. There are many auto's that outlast manual tranny's, but there are many manuals that outlast auto trannys as well. Your comments about abusing the transmission also don't address the fact that while a beginner CAN do more damage to a manual than an auto, that same beginner can easily damage auto tranny's as well. For instance, while in reverse at a decent pace many beginners or ignorant people put the auto trannys in drive. I will agree that some people just aren't good candidates for manuals and those people should refrain, but most people can easily be taught how to drive a manual correctly.

For most cars, as long as you keep the revs over 800rpms or so, its not hurting anything to shift early. You're missing out on the whole experience. However I think the author is extremely biased in the "other" factors paragraph. Has he ever driven a manual. He dismisses both the acceleration factor and the fun factor. While the fun factor is subjective, acceleration is not. As shown in this Consumer reports chart acceleration can be up to several seconds faster. I have only been driving stick for a few weeks now, and I wanted to find out exactly how much gas I might save. Even if I'm only saving 1 or 2, I am more pleased with the better understanding and greater control I have of my car. A automatic is nothing more than training wheels. NOTE if you do not know what you're doing you will destroy your engine. That's what automatics are supposed to do. Make your life convenient. And i am not even after the convenience it offers. I am more into the pure satisfaction and exhilaration of having "more participation" in my vehicle's operation and automatics obviously doesn't offer that. I feel compelled to say that driving automatics isn't real driving no offense to automatic drivers out there. Manual driving is real driving period. It is a true test of your driving skills. I drove in Finland and I rented a car when I was over there. The only vehicles I could get was a manual. I had a 1984 Ford Bronco II with an automatic transmission. That transmission was junk. I got rid of it and I had 2 Escorts with manuals. In 2008, I bought a 2004 Ford Ranger with an automatic transmission. That transmission is beautiful. The Ford dealer said they improved the new transmissions, they learned their mistakes, better transmission oils plus automatic transmission flushes. In 1984, there were no automatic transmission flushes. I had that done on the Ranger. When I checked the transmission oil on the 1984 Bronco II, that oil was hot.

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