Re: Which Units support MDR?

Source: http://sci.tech−archive.net/Archive/sci.geo.satellite−nav/2007−06/msg00085.html

- *From*: larry g <gross.larry@xxxxxxxxx>
- *Date*: Wed, 06 Jun 2007 09:37:07 −0000

On Jun 4, 9:12 am, Jack Erbes <jacker...@xxxxxxxxxxxx> wrote:

> Dale DePriest wrote:
>
> > Jack Erbes wrote:
> >
> > > "The StreetPilot 2610 now includes a number of new and
> > > exclusive
> > > software features including:
> > >
> > > Multiple Destinations − Do you want to find the most
> > > efficient
> > > route for deliveries or sales calls? Users can enter a series of
> > > destinations, and the StreetPilot 2610 will automatically sort
> > > them to
> > > provide an efficient route."
> >
> > Supposedly, although I also believe you can rearrange the points if you
> > wish and I think the initial sort is based only on airline distances.
>
> The initial 2610 sort is that vias are in the order added. With vias
> added, you can choose Autoarrange (route optimization) or move them
> around yourself. With a route with vias active, you can use Route >
> Edit Vias, to move or remove vias.
>
> > So Garmin has included route optimization in their
> > description of
> > multiple destination routing. Their use of the words multiple
> > destination probably contributed to my use of the phrase too.
> > My

> abbreviating it as MDR goes to my desire to not have to type it all out.

> > That is my point. No clear definition making a checkbox worthless.

> You lost me, what checkbox?

> > The original request was for a list of products that had this feature, i.e. for which this features was available, hence a checkbox. I wrote this to indicate that a checkbox approach by just asking for a thing called MDR was not nearly enough and at that level likely worthless as a spec.

Okay, but I think any GPS user with some knowledge can examine the available models and decide if what it does constitutes multiple destination routing. Even it there is something else that does it better or if their is someone else that does not agree with that.

I have decided that the 76Cx (and all the other "x" series models) can do multiple destination routing. It is that simple.

> > Your 2610 is more the autorouting unit rather than the 76Cx although the later does have some minimal autorouting navigation capability.

> We can agree to disagree on that. I can't think of a navigation related feature on the 2610 that is missing from the 76Cx other than
> the voice prompts. I think the 76Cx has a full autorouting capability, and it some ways it is arguably a more capable navigation
> unit than is the 2610.

> > For what kind of navigation. The MDR so called feature is for car navigation with autorouting. I agree that the 76CX is a great off road unit but is not the best car unit on the planet.

For any kind of navigation. In a car and with autorouting. As the question was asked, there were no checkboxes for car units or for the best car unit. Just which ones would do multiple destination routing. MDR is anywhere it is found, not just on car units.

I'd agree that autorouting is an inherent part of MDR because if the GPS is not using its logic to choose and use road vectors by itself, it would be a point to point route, no?

If you convene any panels of experts and have them discuss and compare the capabilities of the 2610 and 76Cx I don't see how they could say that the 76Cx does not have multiple destination routing.

> The 2610 has a faster and easier to use user interface, it speaks, has
> a larger display, and is a better choice for use in the car for all of
> those reasons.

> Those are all good reasons and it has a few more autorouting features like via, avoids etc.

There you go, avoids, the 76Cx will not do that. Nor will it do detours. I had forgotten that. Those are additional features that can be used in conjunction with MDR. with But it will route via a point. Or via many points in sequence.

> But the 2610 comes up short on track memory (2,000
>
> points instead of 10,000) and in its ability to store track data.

> Not an important feature in car routing units although I happen to like it. Most autorouting products don't ahve a track memory at all.

Many Garmins intended for dedicated or primary use as dash mounts in automobiles did display and save track histories until the "c", "i", and nuvi series came along. The 2820, Quest, Quest II, and zumos all still do it.

And you simply cannot declare a feature "unimportant", that has to be decided by the user. If I had to submit reports or expense reports after I traveled I would want it. If it gave me pleasure to look at and

analyze a track later I would want it. And would not buy without it.

> Tracks
> have to downloaded from the 2610 daily (if you want to preserve trip
> data) whereas the 76Cx can store track data as long as their is free
> space on the memory card.

> Very useful feature for off road and trail use but not nearly so important for vehicle travel.

We can agree to disagree on that. A track can be important to a traveler if they so decide. I'm of the school of thought that it may be better to have the capability and not use it than it is to need it and not have it.

> When I have a route activated in the Follow Road mode, and the
> waypoints are placed on road vectors, I stay on the road in my lane
> and when I have passed by the waypoint it advances to the next
> waypoint. I think the logic for passing a waypoint in follow Road is
> is similar to that used for Off Road. Which manual is that in? I'd
> like to read that.

> I have published a manual for Garmin units. Check my web site.

Okay, thanks. It appears that the transition from one leg to the next is as I suspected it was. And for the benefit of all, Dale's site is here:

http://www.gpsinformation.org/dale/index.html

and the details on route leg transitions is here:

http://www.gpsinformation.org/dale/routes.htm#use

As I see your page, you have not spent much or any time using the "x" series handhelds. Doing that may change your opinion of their MDR ability.

> The reviews of the GPS 76C(S)(x) on gpsinformation.org, with the details
> that were added later, give a good description of the capabilities of
> the 60/76 "x" series models:
>
> http://gpsinformation.us/gps60c/g76Creview.html
>
> I think the review downplays the suitability of the "x" series handhelds
> for use in an auto a little. I have used mine for that a lot in the car
> and on a motorcycle and find they work well there.
>
> Those handhelds and the "On the Road" dash mounted models are apples and
> oranges in many ways. But there is considerable overlap in the way they
> can be used. If you want to walk around in the woods with a nuvi, you
> can do that. If you want to autoroute to multiple destinations via
> highways with a "x" series model, you can do that too.
>
> If you want to autoroute to multiple destinations from your car with a
> nuvi, or record a track of your travels, you cannot do that.
>
> If I were going to own a single GPS receiver to do all navigation
> related things it would be a "x" series model because those are the most
> capable at many things. In the real world I own a number of GPS
> receivers and probably always will.
>
> Jack
>
> −−
> Jack Erbes in Ellsworth, Maine, USA − jackerbes at adelphia dot net
> (also receiving email at jacker at midmaine.com)

re: "Multiple Destinations − Do you want to find the most efficient route for deliveries or sales calls? Users can enter a series of destinations, and the StreetPilot 2610 will automatically sort them to provide an efficient route."

just goes to show how sometimes "simple" qestions.. are not...

My intent in the original question was for unit or PC software to be able to accept a set of desired destinations − and then to build a route which arranged them in the most efficient order.

This kind of functionality would be useful for many people and oranizations.

Say.. you fly into an airport .. and you know where your hotel is and where your meeting is... and being able to understand what is the most efficient order AND how much time difference there might be between the two orders... could be useful..

then you get into things like .. say UPS truck deliveries... or a vacation with multiple destinations...

the downside of this... is as the thread demonstrated − different interpretations not only of the meaning but how it might be implemented...

... and I already know folks who get confused with the difference between "shortest distance" and "shortest time"... which should not be too suprising.. because .. pre−GPS... most folks with paper maps by default .. went for shortest distance... not only on Point A to B but multiple destinations...

good thread... sorry.. I have not got back sooner but thanks to everyone who weighed in... and if more thoughts on units efficicent destination ordering (EDO? vice MDR?) ... would like to hear

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