Introduction

The tests were performed using an XT2. Default Routing preferences used Faster Time. No Adv Routing / roads were set Michelin, Popular (Moto), Great Rides - were all unticked on the phone and on the XT2.

On the XT2, Settings→Navigation was Disabled, and Traffic was also Disabled. Optimise Route was set as 'On Request' rather than Automatic. Off Route recalculation was set to 'Off' although it should be irrelevant when not following a route.

All tests were carried out at a desk. The route was imported and selected and screenshots were taken from the preview map. Go! was not pressed - although for the first couple of tests I checked that the map view from the active route was the same as the preview map. It was. I didn't check subsequently.

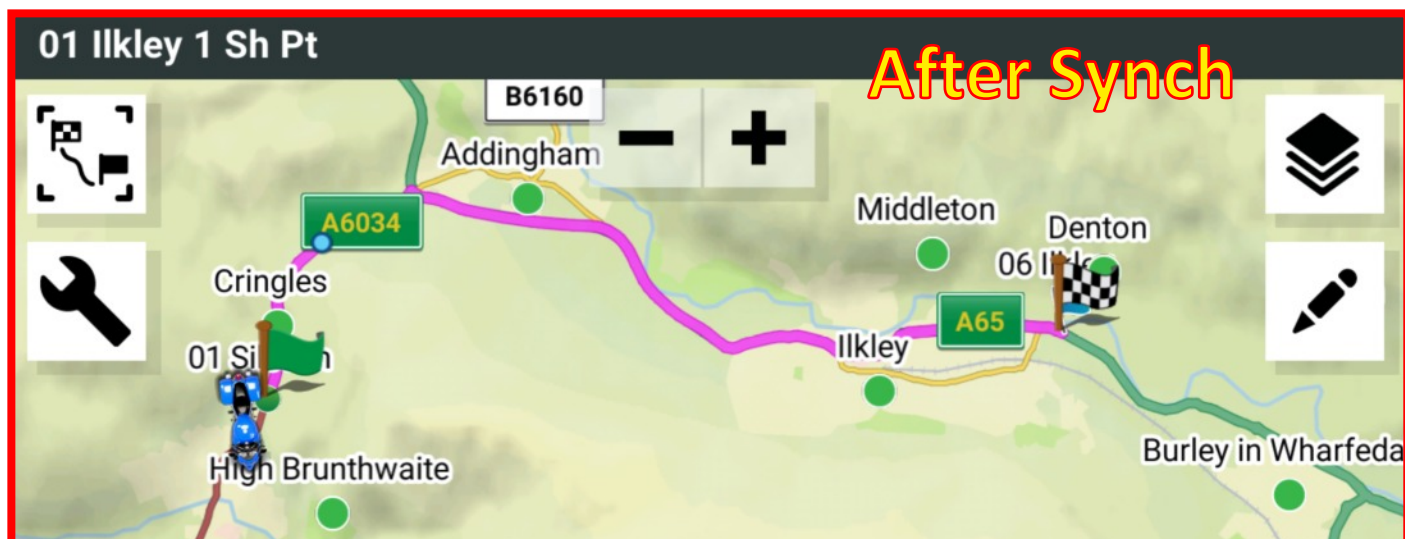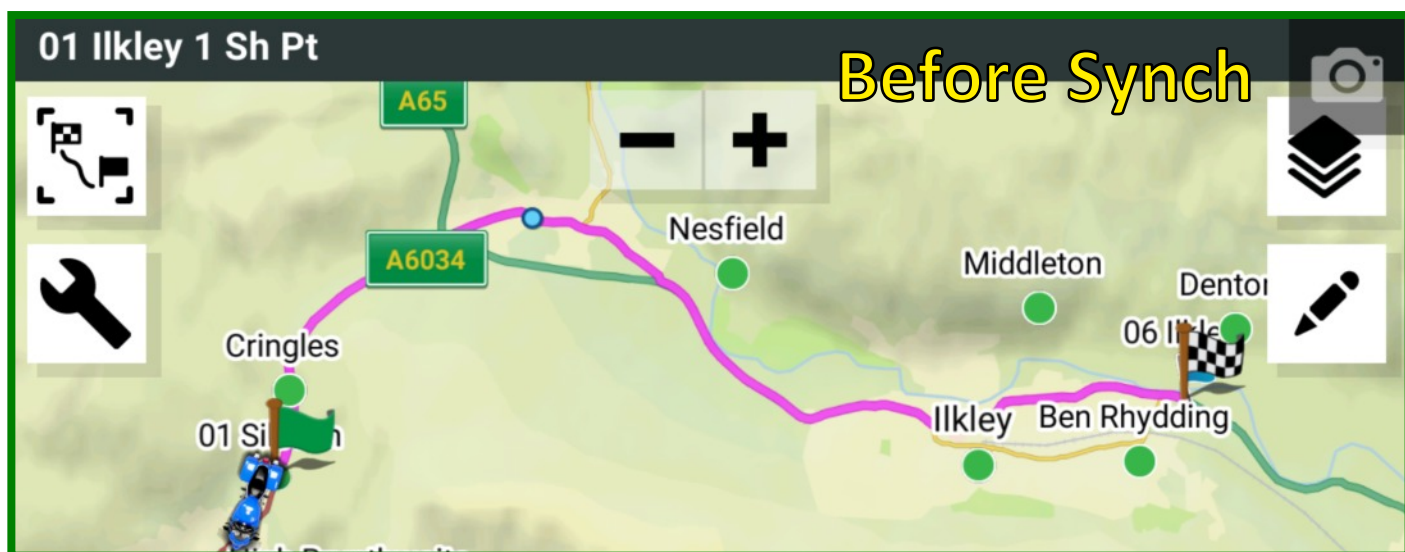### A simple route with a single shaping point - (01 Ilkley 1 Sh Pt.gpx)

Top Image shows the route as planned in the GPX file - before it was synchronised. My phone did not have the Tread App running on the screen.

The Bottom image shows the result after I had allowed the Tread App to synchronise.

Note that the route has changed to use the main road. My shaping point - placed in order to avoid the main road - has been moved onto the road that I did not want to ride. The change happened as soon as a particular route has been synched. For the tests, the phone and the Tread App were not touched.

This same route was tried using a number of different GPX sources: Basecamp, MyRoutApp, The Tread App itself and exported as a GPX file. The results were the same - the route is altered and the shaping point is moved.

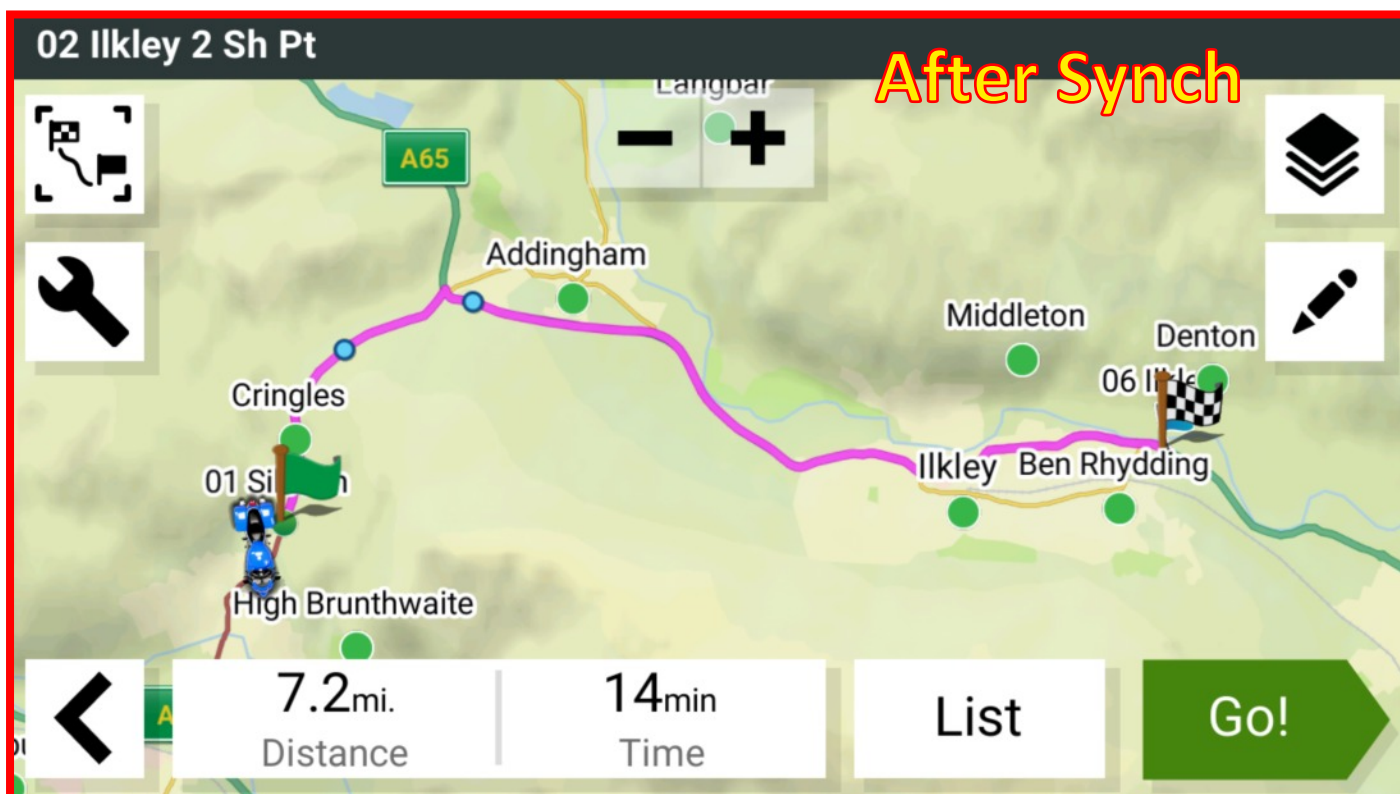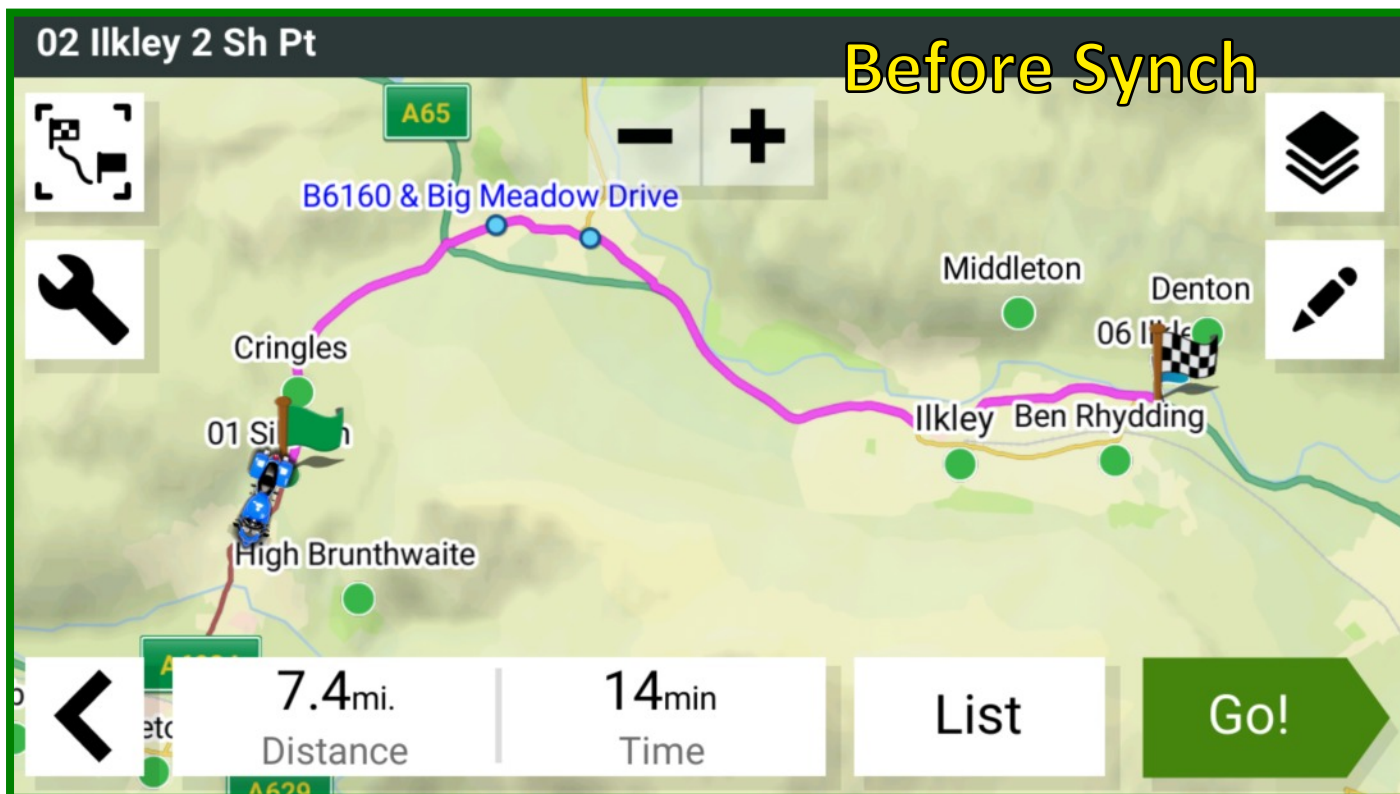**(05 Ilkley 1 Sh Pt MRA.gpx, 08 Ilkley 1 Shpt from Tread as GPX.gpx)**

Test 2 - Same location as the Previous Test - with 2 shaping points. (02 Ilkley 2 Sh Pt.gpx)

My hope was that this would prevent the route from being changed. It didn't

Top Picture. The route before synchronisation has taken place - exactly as it was planned.

Bottom Picture: The route after synchronisation has taken place. Both shaping points are relocated. The route is altered to take the road that I wanted to avoid.

Other Tests

I tried the same test as the first one with a route from Basecamp set as Direct, so the Shaping points were joined with straight lines.

I also tried it using a Via Point instead of a shaping point.

After synchronisation, neither route had changed.   The Direct route DID alter if I forced the XT2 to recalculate it for Faster roads. The route with the Via Point did not alter.

So using Via Points stops it from happening - **but having only Via Points in a route is not a solution**

(03 Ilkley 1 Via Pt.gpx)

(04 Ilkley 1 Sh Pt Direct.gpx)

A Longer Route - NPR Motorcycle club ride.

This was a route that I planned for a group of motorcyclists. I was leading. It was the first big ride with the XT2 - so I had my XT on the bike running the same route just in case. Other member of the group had the route running on their 590, 595 and XT.

The Top Image is before Synchronisation
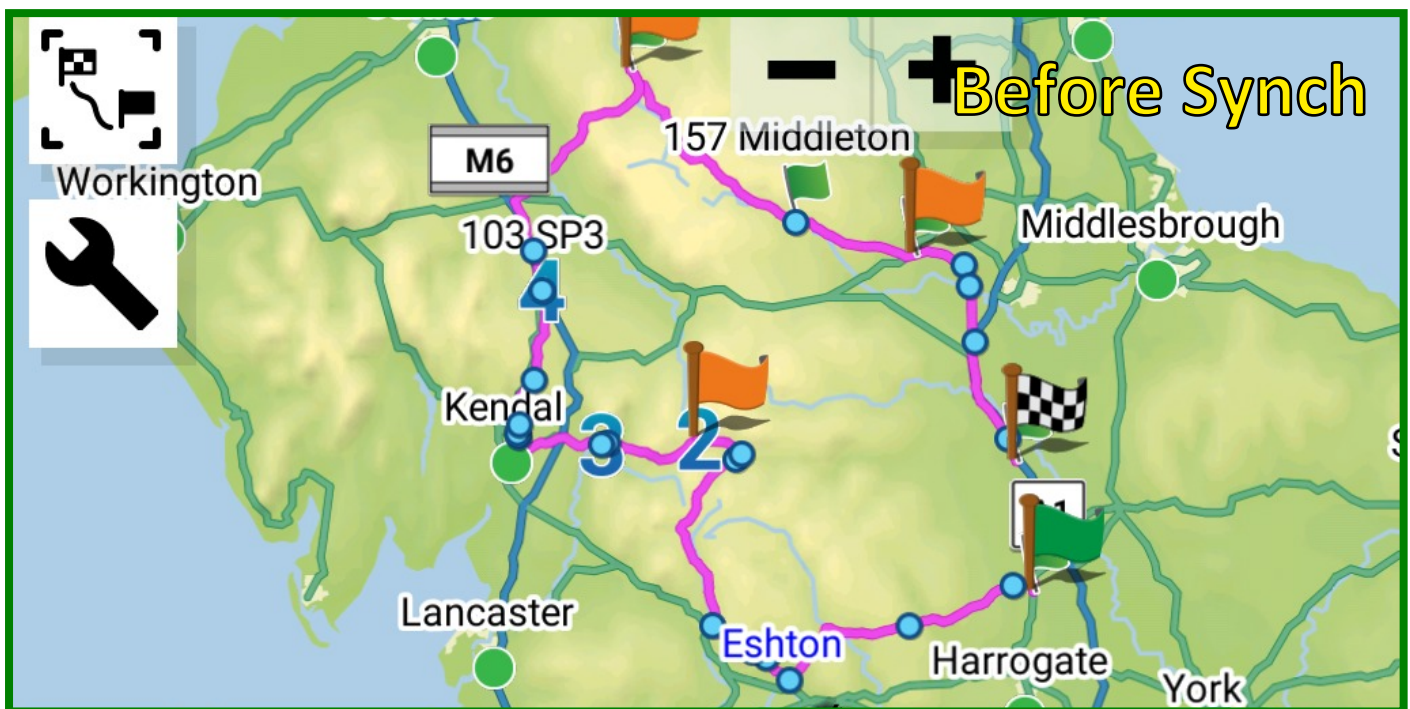
The Bottom Image is After synchronisation

There are clusters of shaping points in various places (eg at the bottom) - necessary to prevent all Zumos from turning to the Main road.

At first glance, the routes look to be the same - and for the most part, they are. But there are af very significant differences - especially when group riding, where the XT2 let me down:
Near the Via Point 2.; Near Kendal; Near 103SP3 and just north of the end point.

These are illustrated on the next pages.

(Test 1 - NPR Route Sept 2024.gpx)

The Top Image shows the route as planned and the Screenshot is take after importing before the XT2 has synchronised with Tread (Tread is not open on the phone, so it is unable to communicate). The two shaping points were placed deliberately to avoid the tiny back road that short-cuts the corner near Hawes.

(The tiny back road isn't shown on the top image - but the stream that runs near to it is shown.)

The Second Image shows how the shaping points have been moved onto that tiny back road and the route is now plotted on the road that I was trying to avoid.

The problem with that back road is that it is bounded by dry stone walls and is extremely narrow. There is not enough room for a car and a motorcycle to pass, and there are few opportunities for a car to reverse to a wider part. It would be irresponsible to lead a group of 9 motorcycles down this road.

But why is it ignoring my shaping points ????

NPR Ride - The picture below is a screen shot of a section of the route.

For this, I was leading a ride with a group of 9 riders. I needed to get onto the A6 heading north. The shaping points were placed to avoid the awkward junction with the A685 and the A6 . It is very difficult to turn right there for a single rider let alone a group of 9 of us.

Left Image

The planned route with the shaping point between the A685 and the A6 in order to reach a place to turn right onto the A6.
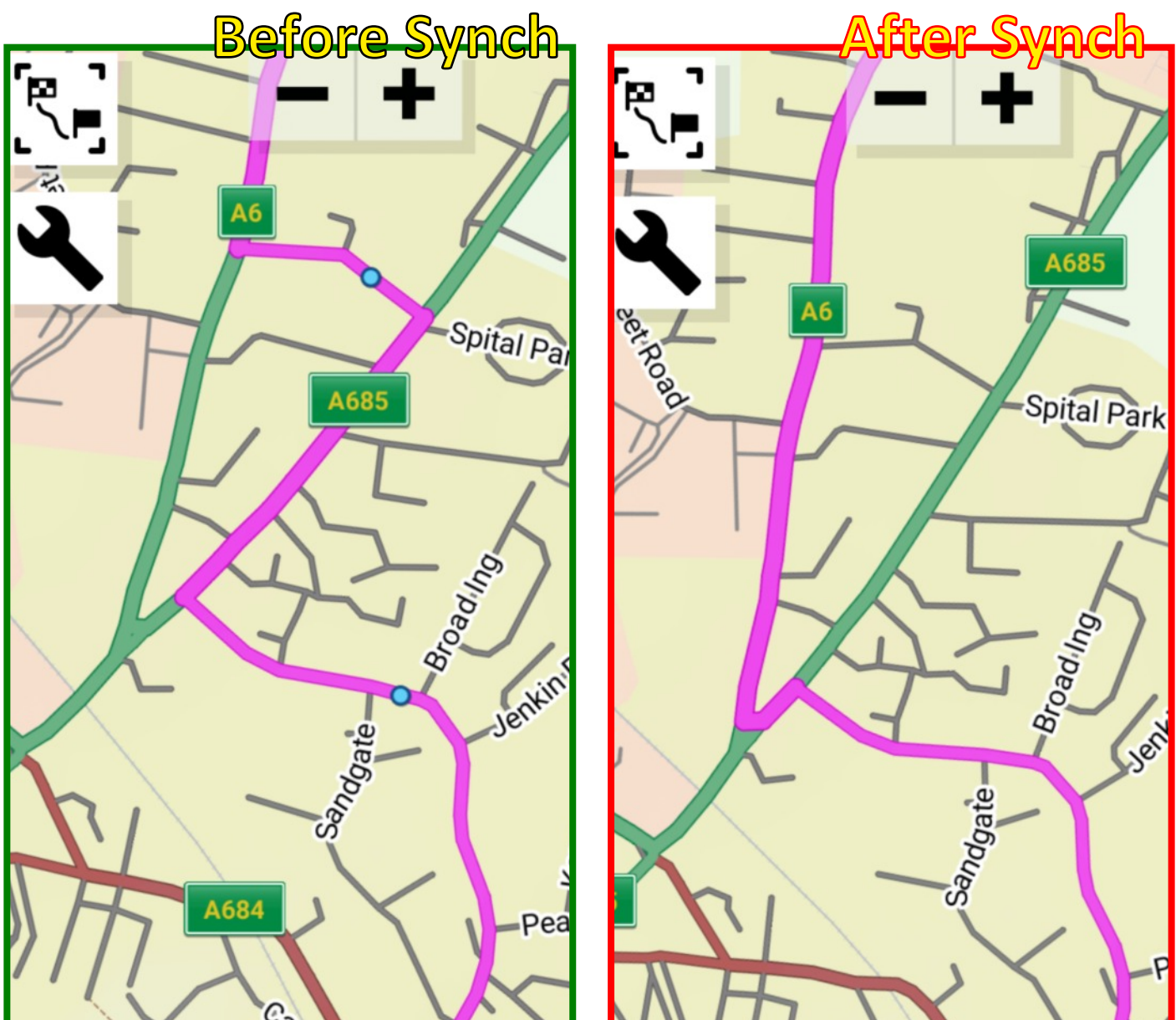
Right Image

The modified route. Both shaping points have been moved to the route below the bottom right corner. But crucially it is now directing me to the very junction between the A6 and the A685 that I really wanted to avoid.

Furthermore, the lower shaping point has been removed to elsewhere. That too is important - it is placed to prevent the Zumo from continuing along the A684. In fact the modified route on this occasion did not choose to do that. But an earlier test a few days ago did !

We put shaping points in because we want to shape the route for a reason.

Why does the route change after it has been synchronised ?

Before Synch

After Synch

NPR Ride - Shap A6, Heading North

The A6 was once The main road heading north to the Scottish Border on the west of England. The M6 has long since taken that crown - leaving a superb flowing country highway.

This section of the route is designed to take full advantage of this brilliant road.
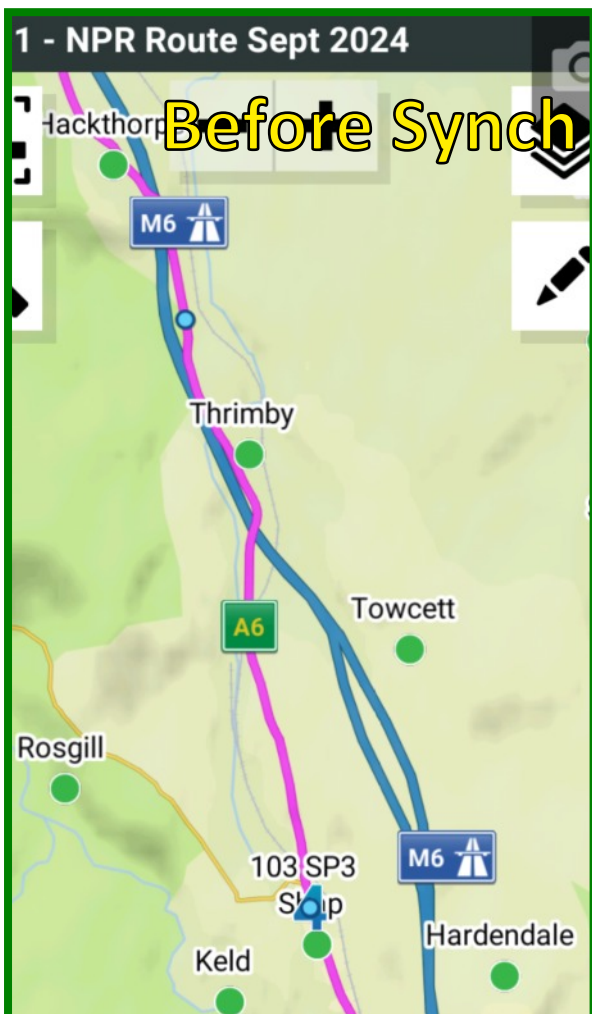
I am used to the Garmins heading for motorways if there is one nearby - in order to fulfill its 'Faster Time' setting. So divide the A6 into thirds between junctions and place a shaping point one thirds along the road and another at two thirds and the faster way is most definitely not to take the motorway if it has to visit those shaping points.

The left hand image shows the route that I had planned with shaping points positioned on the A6 to prevent the route opting to take the motorway.

The right hand image shows that the XT2 has other ideas once it has synchronised with Tread.

It is as if the shaping points are completely ignored, the faster route is plotted between the last Via Point and the Next and new shaping points are added to the motorway to fix the new route in position.

This is ridiculous. I want the route to follow the A6, not the M6.

Scotch Corner - Near the End of the Ride.

The route was planned to avoid joining the Motorway at Scotch Corner.

The Left Hand Picture shows the shaping point that was palced specifically for that purpose. We would need to join the motorway sometime later - but not here.

The Right Hand Picture shows the route after synchronisation, the original shaping point has been moved north of the A1(M) roundabout and the route takes the motorway.

Why does it not take any notice of my shaping points ? Why does it move them ?

After Synch

B6275

A6055

Before Synch

B6275

A1(M)

A6055

A Different Example from a Friend

A short ride of a few miles. I know nothing about how it was created - just the end results.

There are 4 shaping points designed to pin the route into position.

Top image is before synchronisation with Tread - following what look nice back roads.

Bottom image is the route after synchronisation. Apart from the start of the route at the top of the image, the rest has completely changed. It does not pass through any of the original shaping points.