

USA, supplier	If the DCT can compete with the CVT on cost and provide better performance it will have a chance. US consumers were not happy with the earlier versions of the CVT (in Ford US vehicles, for example). Ford has improved the applications, however, with calibration updates.
Europe, consultant	I was watching a RAI Italy regional program on Saturday and the focus was with Fiat's research center in Torino. They showed their new DCT, which they said would save the average consumer 10% over a conventional AMT.
USA, supplier	I currently have a CVT in one of my vehicles. It takes a little getting used to, not feeling and hearing the gear shifts. It is remarkably smooth and the gas mileage is excellent! Not knowing about the DCT, all I can say is that if it can compete on the same level it will do great. I absolutely love the CVT.
USA, supplier	DCT - if done well - is a superb transmission that can cater to the Sunday driver and to the enthusiast as well. The direct mechanical coupling afforded by a clutch is a huge advantage over any design with a torque converter. VW / Audi did a great job with their first six-speed DSG. I can't wait to try out their upcoming seven-speed DSG gearbox that's coming for longitudinal engine applications. It's a real shame that the Chrysler / Getrag transmission deal fell apart. It would have given Chrysler a leg-up in this vital area. Minimal driveline losses, instant response and the fuel savings potential make this design a winner.
USA, OEM	Many customers still struggle with the "rubber band" feeling of a CVT. In order to optimize either performance or economy a CVT should hold the engine rpm relatively constant (at the peak torque or peak efficiency point). This type of calibration yields a constant NVH drone from the engine while the vehicle speed is changing. The customer perception is often that something is slipping excessively, even when it is functioning properly. Some OEM's have actually calibrated CVT's to simulate shifting across step ratios, which kind of defeats the whole point of being continuously-variable. DCT is effectively an automated manual transmission, so it enjoys the manual transmission efficiency of no oil pump or torque converter losses. The double-clutch technology is a clever way of staging shifts so as to minimize the torque interruption characteristics typical of a manual gearbox. The VW DSG and BMW SMG versions are quite good -- nearly as pleasant as a traditional planetary gear set AT with a torque converter. DCT has an advantage over CVT in that it works in a customer-intuitive way. My original point is simply that when CVT's do their job well, they function in a way which is non-intuitive for the customer. Most customers expect the engine speed (and NVH feedback) to increase as the vehicle speed increases, with shift events occurring along the way. I have heard many claims from CVT advocates about the tremendous smoothness potential, but many customers just find the experience weird. Therefore, DCT has an inherent advantage in matching the customers expectations in that it is still a step-ratio gearbox. One further thought -- remember the entire existence of the transmission is due to the fact that the internal combustion engine has historically only operated well over a fairly limited rpm range. In order to make an analysis of the long-term viability of either of these transmissions, I think one should consider what new ICE technologies will become more widespread in the future, allowing the engine to function over a much wider rpm range. Also, there is the impact of electric-hybridization. As battery technology improves the hybrids of the future could trend to become more and more like pure electric vehicles with the ICE playing a smaller and smaller role.

Germany & India, software	I am not a transmission expert but is interested to know what is the long term choice between CVT on one hand and Dual Clutch on the other. As efficient engine operation and fuel economy is becoming critical, the industry is looking for alternatives. While DCT gives a power boost due to un-interrupted flow of power from the engine to driving wheels (Fuel economy is also improved), CVT with its gearless operations are more fuel efficient but lacks large power transfer capabilities (Not suitable for heavier powerful cars). I think the future of CVT can still be seen for fuel efficient and small cars (For better comfort and pleasure in city traffic), while DCT gains popularity in medium and upper-medium models. And what goes better with hybrids- CVT or DCT ?
USA, supplier	The vehicle sales (by type) in national / continental markets will determine the ratio of CVT to DCT. DCT started in performance vehicles because of the improved acceleration that it offers. I have seen numbers in the range of 8% fuel economy for DCT, all other factors being equal.
	In the US, customers generally want some performance, that is as long as gasoline costs around \$2.50 or less per gallon. With new government fuel economy regulations coming up, automakers would probably prefer to offer DCT in order to help meet government requirements and customer preferences. Though OEMs will have to convince transmission makers to invest in DCT production (currently there is much more capacity for CVT than DCT).
Europe, OEM	Well, from my point of view I don't see a bright future of the CVT, at least not in Europe. From the technical point of view you need a very, very complex torque control in order to protect the transmission and the fuel economy is similar to a dry clutch, electric control DCT. And as I know European clients are used to manual gearbox and a transition to CVT means a big change concerning transmission behaviour.
Europe, consultant	DCT will dominate future, as efficiency, user acceptance, technology progress and cost are expected to improve more than that of the CVT