

REVIEW ARTICLE

A Comparative Study on Conventional Shift-by-Cable and Modern Shift-by-Wire Gear Selector Systems in Automatic Vehicles

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ABSTRACT

The automotive industry is witnessing a significant transformation in automatic gear selectors, transitioning from traditional mechanical 'Shift-by-Cable' (SbC) to advanced 'Shift-by-Wire' (SbW) systems. This evolution is driven by the demand for enhanced user ergonomics, compact designs that improve cabin space, and greater cost-effectiveness in production. This article presents a literature-driven comparative analysis focused on assessing the operational performance, ergonomic characteristics, and cost implications of traditional Shift-by-Cable (SbC) systems versus advanced Shift-by-Wire (SbW) systems. By synthesizing contemporary research, the study evaluates key metrics such as system reliability, impacts on driver-vehicle interaction, and holistic costs covering manufacturing through long-term serviceability. This review offers a critical perspective on the distinct advantages and challenges of each technology, providing a foundational reference for future developments in vehicle powertrain control and interior architecture.

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1. Introduction

Automotive industry is evolving, driven by the goal of improving driving experience and driver's comfort. In this context, powertrain systems and their advanced control mechanisms, which facilitate the transmission of engine power to the wheels with optimum efficiency, are also undergoing a parallel evolution. During dynamic driving conditions, the gear ratio must be adjusted to align engine output with the varying demands for drive power (Ngo, 2012). As transmission technology advances, the need for new shifting technologies that prioritizes accessibility and user-friendly designs advances simultaneously.

An automatic transmission is a complex mechanism that includes gear systems, clutches, fluid drives, and control units that automatically adjust the speed ratio between the engine and the wheels. It's easy to start a vehicle by simply pressing the accelerator pedal. As the vehicle accelerates, the transmission automatically shifts from lower to higher gear ratios; in this process, the engine and drive shafts are directly connected through a fluid medium (Britannica, 2025). This connection is typically established through either a two-element fluid coupling or a three-element hydraulic torque converter.

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A fluid coupling operates by transferring torque from one engine-driven turbine to another, located opposite it. This torque transfer occurs via circulating oil. Torque converters direct oil to the turbine using the stator to transfer torque at low speeds. This basic configuration can be supplemented with additional components designed to improve fluid flow control. Gear shifting is managed by planetary gear arrangements that work in conjunction with a speed-sensitive governor (Britannica, 2025).

In recent years, industrial focus has been shifting from automatic gear selector systems with built-in hydraulic and mechanical linkages to fully electronically controlled Shift-by-Wire (SbW) systems. This transformation has replaced traditional mechanical gear selectors with buttons, dials, or compact lever designs. This article is a comprehensive, comparative, and literature-based review aimed at evaluating the functional, economic, and ergonomic differences between traditional cable-controlled systems and modern Shift-by-Wire (SbW) systems. This technological shift has not only impacted aesthetics and space in the driver's cab, but also production costs and vehicle reliability. In this context, this review critically examines the modular design advantages, ease of manufacturing, and space savings offered by Electronic Gear Selector (EGS) technology, alongside the potential cybersecurity risks, electronic failure scenarios, and user adaptation challenges associated with these innovative systems. This study aims to synthesize the current state of the art in the industry, providing a holistic perspective for researchers and engineers working in this field (Smirra et al., 2007).

2. Literature Review and Methodology

In this study, a systematic and comparative literature review methodology was adopted to analyze the transformation in automatic gear selector systems.

2.1. Research Scope and Data Sources

This review is limited to scientific articles, conference proceedings, technical reports, and patent documents published from 2015 to the present. This time period represents the period when Shift-by-Wire technology began to become commercialized and proliferate.

The databases utilized include:

Scopus and Web of Science: For screening high-impact scientific journals and conference publications.

Google Scholar: To access a broad range of industrial reports and gray literature.

Patent Databases (USPTO, EPO): To monitor the development and commercialization of technical innovations.

2.2. Keywords and Search Strategy

The literature search was executed using keywords targeting the core functions and comparison areas of Shift-by-Wire systems. The keyword combinations used were:

"Shift-by-Wire" and "Shift-by-Cable",

"Electronic Gear Selector" or "EGS" and "Mechanical Shifter",

"Actuator" and "Transmission Control Unit" and "Failure Mode",

"Ergonomics" and "Shift-by-Wire" and "HMI" (Human-Machine Interface),

"Cost Analysis" and "Shift-by-Wire".

2.3. Data Analysis and Synthesis

The scanned publications were evaluated according to the following selection criteria:

Relevance: The publication must address automatic gear selector systems or control architectures.

Scope: The publication must compare Shift-by-Wire (SbW) systems with traditional Shift-by-Cable (SbC) systems (functionally, economically, or ergonomically).

Quality: Priority was given to publications published in peer-reviewed journals or major conference proceedings.

Data from the selected publications was categorized and synthesized under the headings of Design/Ergonomics, Manufacturing Cost, System Reliability, and User Experience, forming the basis of the "Review and Discussion" section of the article.

3. Review and Discussion

3.1. Traditional Shift-by-Cable Systems

3.1.1. Working principle and physical linkage

For an automatic gearbox, the shifting system task is to switch between the different driving modes: P, R, N, D. To do so, the mechanical cable is moved longitudinally by means of a suitable mechanical system activated by driver's power stroke or an electrical motor depending on the shifting system technology. The longitudinal movement of the cable transfer physical input as a force on a leverage present on the vehicle gearbox changing its angular position. The position of this lever corresponds to a certain driving mode (Guala, 2021). The gear selector cable is not directly connected to the transmission valve body; instead, it actuates a lever located outside the transmission.

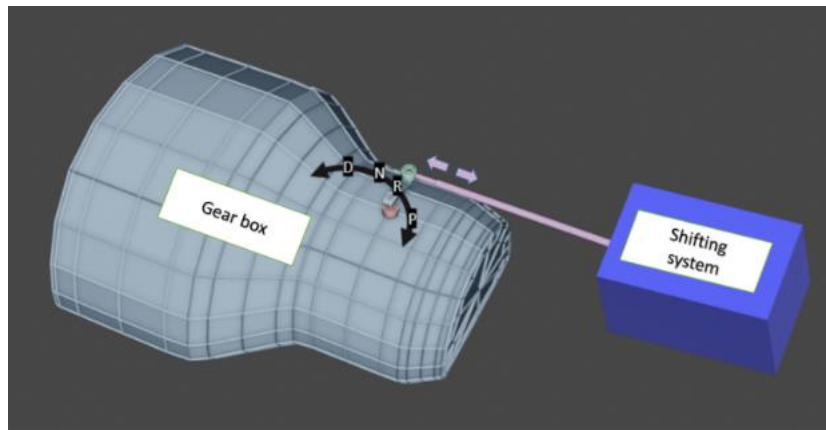


Figure 1. Modeling of Shift-by-Cable systems valve behavior (Guala, 2021).

This lever, in turn, operates the manual valve within the transmission. Manual valve directs the flow of transmission fluid (hydraulic oil), enabling the vehicle to shift into the desired operating range (e.g., drive, reverse).

The valve body serves as a control center filled with valves, passages, and solenoids that channel transmission fluid to appropriate circuits and areas. This fluid movement organizes gear changes. In traditional hydraulic valve bodies, the throttle valve modulates hydraulic pressure, working against the regulator pressure to control gear valve movement.

In conventional cable-operated systems, the driver's physical input (pushing or pulling the gear lever) is transmitted via a cable to a lever on the transmission. This lever directly actuates the manual valve inside the transmission, which then controls the flow of hydraulic fluid to initiate gear shifts. This process illustrates a direct mechanical-hydraulic linkage, where mechanical input from the driver is converted into hydraulic output for gear shifting. While this direct connection provides immediate tactile feedback to the driver, it also introduces potential for mechanical wear and degradation over time.

3.1.2. Advantages

Because of their simpler structure and long-lasting usability, conventional gear selectors have obvious advantages:

Mechanical feedback: After shifting, feedback ensures the driver that gears have changed with a clicking noise or creates an understandable resistance to the driver. This feedback helps drivers to be sure of the completion of shifting by sense their sense of feeling.

Simple and firm design: Having a less complicated structure and less electronic components, makes it easier to fix mechanical and electronic errors.

Economics: Compared to electronic systems, the manufacturing and replacement costs of Shift-by-Cable systems are usually lower. The component cost of a by-cable system typically ranges from 40€ to 175€, while the total cost including labor can reach 80€ to 350€ or more. This makes

Shift-by-Cable systems a more economical option with different applications.

Out of service availability: Even when the engine is not running, for instance, in cases where the vehicle has run out of fuel, it is possible to shift the transmission into the "Neutral" (N) position, allowing the vehicle to be pushed or towed. This feature provides a practical advantage in recovery situations and represents superiority over electronic systems, which may restrict gear shifting capabilities when the engine is off.

Conventional approach to classical inner design: Traditional gear shifters mounted on the console or steering column offer a familiar and preferred aesthetic for some drivers, particularly those accustomed to older-generation vehicles. This design remains popular due to its simplicity and feelable feedback to the user. Cable-operated systems feature a straightforward mechanical structure, which typically results in lower manufacturing and repair costs, as well as easier diagnostics in case of malfunction. This simplicity stands in contrast to the added complexity, cost, and potential for software or sensor failures associated with electronic systems. However, this mechanical advantage comes at the expense of flexibility and advanced features demanded by modern vehicles, such as integration with Advanced Driver Assistance Systems (ADAS) and greater freedom in interior design layout.

3.1.3. Disadvantages

Because of their mechanical nature, Shift-by-Cable systems have some serious disadvantages.

Mechanical Wear and Tear: In years, cables can have wear and tear issues due to the force applied or they can have corrosion. This condition will result in loss of sensitivity during shifting or hard shifting. Stretching on cable can cause difference between displayed gear and real shift.

Friction and sensitivity to pollution: When seals of cable covers become unfunctional, pollution can penetrate. This causes cables to become harder, or even stuck, thus, causing shifting harder or even impossible at times.

Space and weight restrictions: Mechanical links fill extra space and create extra mass. Especially with the transverse engines, to cancel the motion caused by the engine more complicated and loose links should be needed. This phenomenon causes problems on the design engineering front. Modern drivers' expectations are usually based on the idea of a firmer and more stabilized shift lever when the shift is on drive. By considering the vibrations that come from the engine and reaction to torque it is safe to say stability is hard provide and pricey with cables derived shifters

Less flexible design options: The position and design of the shift lever offer less flexibility because they are influenced by the physical routing required by mechanical connection. This restricts the creativity of interior designers and makes the transition to more modern, minimalist cabin designs more difficult.

Mechanic link noises: The acoustic coupling between the transmission and the gear selector mechanism can function as a conduit for vibrational energy, potentially introducing unwanted noise into the cabin environment.

It is noteworthy that, due to the inherent use of mechanical linkages in cable-operated systems, direct wear and tear issues may arise over time, leading to a gradual decline in gear shift precision. This degradation can result in increased driver effort during gear changes or the emergence of undesirable acoustic feedback. Furthermore, the spatial and routing constraints imposed by these physical connections limit design flexibility within the vehicle interior. Consequently, mechanical systems pose a challenge to achieving modern automotive design goals such as lightweight construction, compactness, aesthetic appeal, and advanced integration.

3.1.4. Common problems and service needs

Common issues encountered with traditional cable-operated gear selectors and their associated maintenance requirements include:

Symptoms:

Inconsistent Gear Position Indication: The gear indicator may not correspond to the actual gear engaged (e.g., displaying reverse while in Park), or may show an undefined position between gears. This can lead to driver confusion and potential safety concerns.

Common Issues in Traditional Cable-Operated Gear Selectors and Their Maintenance Requirements:

Typical Malfunctions:

Difficulty in Shifting Gears: Stiffness, resistance, or complete immobility of the gear lever. A snapped cable can entirely prevent gear engagement.

Unusual Noises During Gear Changes: Grinding, squeaking, knocking, or rattling sounds can be heard during gear transitions.

Inability to Shifting: Failure to shift into certain gears such as reverse or drive shift, even though driver complete shifting with the lever.

Engine Overheating: In automatic transmissions, a faulty gear selector cable may lead to engine overheating.

Transmission Unresponsiveness and Jerky Stops: Severe failures may cause the transmission to become unresponsive, resulting in abrupt vehicle stops and triggering the check engine light.

Engine Start Failure: In modern automatic vehicles, the neutral safety switch prevents engine from starting, unless the transmission is in Park or Neutral. A cable fault may cause the transmission to remain stuck in Reverse or Drive, preventing engine ignition.

Base Causes: Lack of Regular Maintenance helps drivers to prevent problems before it affects the vehicle and gets a serious turn.

Maintenance Practices: Linkages and bushings may become brittle and fail over time.

Moisture Ingress and Corrosion: Seal failure in the cable housing can allow moisture and debris to enter, leading to corrosion of the steel cable.

Cable Stretching or Incompatibility: Over time, cables may stretch or become misaligned, resulting in gear shift difficulties.

Lubrication and Cleaning: Periodic lubrication and cleaning of the cable housing reduce friction and ensures smooth operation.

Cable Adjustment: Regular inspection and adjustment of cable tension are critical for precise gear shifting.

Visual Inspection: Routine checks for signs of wear, damage, or deterioration are essential to prevent unexpected failures.

Service Life and Cost: Durability: High-quality gear cables in automatic vehicles typically last between 200.000 km to 300.000 km. However, low-quality, excessively bent, or moisture-exposed cables may fail as early as 100.000 km.

Replacement Cost: Parts' cost ranges from 40€ to 175€, while total replacement including labor may cost 80€ to 350€ or more. The most common solution for a damaged gear linkage is full cable replacement.

Safety Implications: Failures in cable-operated systems such as stretching, corrosion, or breakage not only hinder gear shifting but also pose serious safety risks, including:

Loss of vehicle control due to unpredictable gear changes,
 Engine overheating,
 Inability to start the vehicle.

For example, if the neutral safety switch fails to detect Park or Neutral due to a cable fault, the vehicle may remain in an unintended gear, preventing engine start and potentially leading to hazardous situations.

3.2. Shift by-Wire System

3.2.1. Working principle and electronic signal transmission

Shift-by-Wire (SBW) systems are modern advancements in automatic transmission technology. This system is created by establishing an electronic connection instead of the mechanical connection between the gear mechanism and the transmission. This technology, introduced in 1996, has been widely used in automatic and semi-automatic transmissions since then.



Figure 2. Renault 5 Shift-by-Wire System (Renault, n.d.).

In Shift-by-Wire systems, drivers can select gear modes such as park, reverse or drive, via various interfaces. These interfaces, which can take various forms such as buttons, rotary dials, or toggle switches, can be integrated into ergonomic positions to increase drivers' comfort. Although this location is usually the center console or instrument panel, some systems can be placed as gearshift paddles on the steering wheel.

Drivers' gear choices are converted into electronic signals and transmitted to the control unit (Shift-by-Wire Control Unit - SCU or Transmission Control Unit – TCU), which continuously evaluates data received from various sensors, such as speed, engine speed, accelerator pedal position, and transmission fluid status. This information is used to make decisions for optimal performance, fuel economy and gear selection. As a result of this decision, the TCU/SCU electronically controls the solenoid valves and actuators within

the transmission. Actuators enable gear changes by directing the flow of hydraulic fluid or moving mechanical components. In-vehicle networks such as CAN (Controller Area Network) are used to ensure communication between control units and to ensure integration with other systems within the vehicle.

Haptic Feedback and Customization:

Modern Shift-by-Wire systems may include haptic feedback. Haptic feedback digitally simulates the physical sensation, adapting it to user habits. This system offers the driver greater control and customization, so it is not just a technological advancement but a fundamental change in driver interface design. It is possible to program gear preferences or shift patterns in the systems according to the driver's preferences. Some systems, which include adaptive learning features that adapt to the driver's driving habits, become more

personalized and optimized over time, thus improving performance and reducing maintenance costs.

3.2.2. Advantages

Shift-by-Wire systems have significant advantages in achieving modern automotive design and engineering goals:

Flexibility and Space Saving in Interior Design: The elimination of mechanical elements provides significant design freedom. Designs in different shapes and locations can create storage spaces and esthetic flexibility.

Weight reduction: Removing mechanical components significantly reduces vehicle weight. This can improve fuel efficiency and reduce emissions. This has a positive impact on global sustainability goals and compliance with stringent emissions regulations.

Improved performance and precision: Electronic signals make gear changes more precise and faster (approximately 50 ms on most systems). Many factors such as optimal gear selection, engine speed and vehicle speed using TCU data enable performance and fuel economy to be improved.

Less Maintenance: Problems such as cable tension and corrosion that may occur in the mechanical system are eliminated. This ensures consistent gear shifting performance over time, reducing maintenance requirements in the long run.

Integrated Safety Features: The system can easily integrate with advanced safety measures. For example, features like automatically shifting the transmission into park when the driver's seat belt is unfastened or the door is opened can prevent vehicle rollbacks. Furthermore, by preventing incorrect gear selections, potential risks arising from user error can be mitigated.

Driving Comfort: Electronic control ensures smoother and quieter gear changes, improving the overall driving experience. The absence of a clutch pedal also eliminates problems such as clutch burnout.

Compatible with ADAS and Autonomous Systems: Seamless integration with advanced driver assistance systems (ADAS) and autonomous technologies, as these systems require precise electronic control. This allows for more precise and reliable operation of automatic parking, lane keeping assist, or other autonomous driving features.

In summary, the space and weight savings of Shift-by-Wire can provide direct contribution to fuel efficiency goals. Furthermore, their integration with autonomous systems like ADAS transforms Shift-by-Wire systems from mere gear selectors into a core component of future vehicle technologies. This suggests that Shift-by-Wire systems are not just an improvement but a strategic step in the evolution of the automotive industry.

3.2.3. Disadvantages

While Shift-by-Wire systems offer many advantages, they also have some significant disadvantages:

Cost: Production, R&D, replacement, and maintenance costs can be 30-50% higher than traditional mechanical systems.

Battery Dependency: While automotive systems are generally powered by the vehicle's main electrical system, electronic systems are generally battery dependent. As with electronic gear systems on bicycles, if the battery is not charged, shifting gears may be impossible. A malfunction in the vehicle's main electrical system can affect these systems.

User interface and lack of physical feedback: Lack of considerable or recognizable physical feedback can cause a false sense of shifting. And this could cause drivers to get confused about the gear the car is supposed to be in. And this situation may cause wrong shifting and additionally cause long or mid-term problems to the transmission. Because of the design-freedom aspect of the Shift-by-Wire systems, there can be confusion also. For example, push-button gear-selection interfaces that are placed close to the air-conditioning systems can be confused by some drivers.

Electronic Failure Modes: These encompass sensor malfunctions (caused by contamination, wear, electrical faults, or misalignment), software errors, and failures in electronic control units (ECUs). Such issues are specific to electronic components and are usually more complex to diagnose and repair than mechanical faults. Accurate identification and resolution often require specialized diagnostic tools and methodologies.

Safety concerns (In early applications): Some early Shift-by-Wire systems designs led to serious safety issues, where drivers mistakenly believed they had shifted into "Park," while the vehicle remained in another gear (e.g., "Reverse"), resulting in unintended vehicle movement or rollaway incidents. Few of those incidents even ended with fatal consequences. With more recent designs as the park-by-wire technology improved these sorts of issues have been slowly fading away.

These challenges, particularly those concerning user interface intuitiveness and safety under fault conditions require meticulous engineering and design efforts. Early safety concerns in electronic gear selector systems have underscored the necessity for continuous system improvement and the development of robust safety protocols (Andersson & Lenshof, 2015; Choi et al., 2022; Texas Instruments, 2004).

Studies have shown that non-intuitive layouts and lack of tactile feedback in early Shift-by-Wire designs led to increased driver confusion and operational errors. Research from Chalmers University emphasized the importance of human-machine interaction (HMI) principles, such as haptic feedback

and visual clarity, in making gear selectors more intuitive and safer (Andersson & Lenshof, 2015; Choi et al., 2022).

In response to these issues, manufacturers have adopted redundant sensor architectures, such as dual Hall-effect sensors, to ensure fault tolerance and maintain critical functionality even during electronic glitches. These improvements reflect a broader industry shift toward functional safety compliance, guided by standards like ISO 26262, and highlight the importance of user-centered design in automotive control systems (Texas Instruments, 2004).

3.2.4. Common issues and maintenance

Shift-by-Wire systems exhibit distinct types of failures and maintenance requirements compared to their mechanical counterparts. These differences arise from the reliance on sensors, software, and control units, which introduce new challenges in terms of fault detection, user interface design, and system reliability.



Figure 3. Shift-by-Wire System with button shifting (BestRide, 2016).

Common Issues:

Sensor Failures: Gear shift sensors may malfunction due to contamination (dust, debris), wear and tear, electrical connection issues, or misalignment. These faults can lead to irregular gear shifts or degraded performance (Ayapana, 2016).

Software Errors: Electronic systems are susceptible to software bugs, which may cause gear shifts to occur at incorrect times or into unintended gears.

Control Unit Failures: Faults in transmission control units (TCU) or shift control units (SCU) can render the entire gear shifting system inoperative.

Maintenance:

System Reset: Disconnecting the battery for a few minutes and reconnecting it may reset the system (Ayapana, 2016).

Condition-Based Testing: Performing tests under different conditions (e.g., driving under load) can help isolate the fault (Ayapana, 2016).

Component Substitution: Replacing the suspected faulty component with a known good one can aid in pin-pointing the source of the issue (Ayapana, 2016).

Cleaning and Adjustment: Problems caused by contamination or misalignment can usually be resolved by carefully cleaning and repositioning the sensor (Ayapana, 2016).

Faulty Component Replacement: Faulty sensors or other electronic components should be replaced using the correct part number, following the manufacturer's instructions.

Lubrication: If there are mechanical parts in the system, proper lubrication can contribute to reducing wear (Ayapana, 2016).

Calibration: After adding new components to the system, the transmission system may need to be calibrated. This can be accomplished with onboard diagnostic tools or professional service equipment (Ayapana, 2016).

In summary, because electronic transmission systems are more complex than mechanical systems, troubleshooting and maintenance processes are more complex and require more expertise. This makes it difficult for drivers to resolve problems on their own and may require more frequent professional assistance. Regular inspections and timely interventions are crucial to prevent severe damage and costly repairs.

4. Analysis with Comparison and Important Differences

The wired connection and Shift-by-Wire systems automatic gear selectors used in gasoline vehicles have significant differences in many areas such as basic operating principles, user experience, safety, and cost.

4.1. Mechanical vs. Electronic Connection

In a Shift-by-Cable system, the force applied by the driver to the gear lever is transmitted to a lever on the transmission via multiple cables. This lever activates a valve within the transmission, thereby directing hydraulic flow. This mechanism converts mechanical input into hydraulic output. In a Shift-by-Wire system, gear selection is converted into electronic signals, which are processed by the transmission control unit (TCU). The TCU analyzes data from vehicle sensors to determine the optimal gear range. This system operates on the "Shift-by-Wire" principle, which entirely obviates the need for a physical connection.

4.2. Performance and Driving Experience

The "Shift-by-Cable" system reassures the driver by providing clear physical feedback, such as a click or resistance, confirming the gear shift. However, this mechanical system can lose its precision and ease due to cable-related issues. In this system, gear change speed depends on the system's mechanical friction and the driver's applied force. In the Shift-by-Wire system, electronic control enables faster and more precise gear changes. The TCU continuously analyzes sensor data, increasing driving comfort and ensuring smooth and optimal shifts. In addition, adjustable haptic feedback delivers a physical sensation that mitigates any lack of intuitiveness the driver may experience, while the ability to program the shift pattern in line with driver preferences, together with adaptive learning capabilities, provides a personalized driving experience.

4.3. Security and Reliability

The Shift-by-Cable system may experience mechanical failures—cable breakage, jamming, corrosion—resulting in inaccurate gear-indicator readings, difficulty shifting, or the transmission remaining locked in a particular gear. Mechanical safety features, particularly the neutral safety switch, prevent the engine from starting in the wrong gear. Being able to shift into neutral when the engine is not running makes it easier to push or tow the vehicle in an emergency. In the Shift-by-Wire system, electronic malfunctions in sensors, software, or the control unit can cause gear change problems, and diagnosing these malfunctions can be more complex. Early designs exhibited significant safety issues; in some cases, vehicles rolled away when drivers believed Park was engaged. Modern systems automatically engage Park and prevent incorrect gear selection. Reliability depends on the quality of the software and electronic components and on the presence of redundancy mechanisms.

4.4. Cost and Maintenance

Shift-by-Cable systems have lower manufacturing and replacement costs. Maintenance involves lubrication, cleaning, and adjustment of the cables, but periodic replacement may be necessary due to cable corrosion or stress buildup over time. The Shift-by-Cable system entails lower production and replacement costs. Maintenance comprises cable lubrication, cleaning, and adjustment; periodic replacement may be required due to cable corrosion or cumulative stress over time. The Shift-by-Wire system may incur 30–50% higher production, R&D, and replacement costs relative to traditional systems, owing to software integration requirements and the incorporation of sensors and advanced safety functions. Maintenance requirements are lower because there's no risk of physical failure, but in the event of a malfunction, diagnosis and repair require specialized tools and expertise, making the process more costly and complex.

4.5. Interior Design and Aesthetics

In the Shift-by-Cable system, the design and position of the gear lever depend on a mechanical linkage, making flexible design impossible. A traditional layout is adopted, with gear levers mounted on the center console or steering wheel. In the Shift-by-Wire system, however, the mechanical linkage eliminates the need for more flexibility in layout and design. By contrast, the Shift-by-Wire system enables greater flexibility in gear-selector placement and design through the elimination of mechanical linkage. Implementation in various shapes and positions allows for increased interior space and minimalist layouts, markedly improving interior aesthetics and ergonomics.

4.6. Future Trends and Adaptation

As the automotive industry shifts toward lighter, more efficient, and more technologically advanced vehicles, the market share of Shift-by-Wire systems is increasing. Fuel efficiency is a priority, leading to an increase in demand for lightweight components. Furthermore, the proliferation of electric vehicles and advances in autonomous driving technologies are accelerating the adoption of Shift-by-Wire systems. This system, with its compatibility with the digital architecture of electric vehicles, ease of gear shifting, increased safety, and design diversity, is becoming a fundamental component of modern vehicles.

5. Conclusion

The transition in automatic gearbox vehicles from traditional Shift-by-Cable systems to electronic Shift-by-Wire systems marks a significant advancement in automotive transmission control architecture. While legacy mechanical systems offer cost efficiency and tactile feedback, they are inherently limited by mechanical wear, contamination susceptibility, spatial constraints, and maintenance demands. In contrast, Shift-by-Wire systems eliminate physical linkages, enabling modular interior design, reduced vehicle mass, enhanced fuel economy, and improved shift precision.

Moreover, Shift-by-Wire technology facilitates seamless integration with Advanced Driver Assistance Systems (ADAS) and autonomous driving platforms, aligning with the industry's trajectory toward software-defined vehicle architectures. Despite challenges such as increased system complexity, higher production costs, and potential failure modes associated with electronic components, ongoing developments in fail-operational design and cybersecurity are mitigating these concerns.

As the automotive sector continues to prioritize efficiency, safety, and user-centric design, the adoption of electronic gear selection systems is expected to accelerate. This change in thinking not only redefines the driver-vehicle interface but also

influences broader vehicle system integration and interior packaging strategies.

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Conflict of Interest

The author has no conflict of interest to declare.

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