

The 2018 Goldwing Series – The next generation of Goldwing.

The new Goldwing series offers a completely revised package, promising to be more exciting and offer a more fulfilling, superb riding experience to riders and passengers.

The aim was to create a motorcycle with more freedom and increase ease of use to add further sophistication to its superior quality and attention to detail.

Three variants will be available in Australia, details on the standard Goldwing model are as follows:

The Goldwing

What's new?

- **Handling**
 - A new-generation lightweight package
 - Honda's original new double wishbone front suspension system
 - New light weight swing-arm
 - Dual Combined Anti-lock Braking System (DC-ABS)
 - Manually adjustable rear suspension preload system
- **Power unit**
 - New-generation F6 power unit
 - Power output characteristics
 - Third-generation 7-speed Dual-Clutch Transmission (DCT) with Walking Mode (forward and reverse)
 - Exhaust system
 - Integrated Starter Generator (ISG)
 - Throttle-By-Wire (TBW)
 - Selectable Riding Modes
 - Torque Control
- **Electronics**
 - Switchable Idling Stop system
 - Hill Start Assist (HSA)
 - Cruise Control
 - Honda Smart Systems – Smart Key
 - Emergency Stop Signal system (ESS)
 - Tyre Pressure Monitor System (TPMS)
 - Meter and full-color 7-inch TFT LCD screen
 - Infotainment - Apple Car-play
- **Touring Features**
 - Refined Shape and updated ergonomics
 - Electric windscreen

HANDLING

Lightweight package

The Goldwing's frame has been redesigned, utilizing an aluminium twin tube configuration to allow for more flexibility and weight reduction. Die-cast aluminium parts are fully used for the frame body. The riding position for both the rider and passenger have been moved toward the front and the seat rail has been shortened.

Double wishbone front suspension

To achieve 'excellent dynamic performance and comfort with an enhanced controllability in a wide variety of situations,' the Goldwing now adopts a newly developed double wishbone front suspension system. The cushion functions for absorbing shock and the fork holder responsible for steering are separated from each other. The shock transmitted from the road surface to the handlebars has been reduced by about 30% compared to the previous model, resulting in a much smoother ride.

The handlebar shaft position has been set to ensure a natural operating feel. Frequent steering on city streets, quick turns and changing lanes are made more comfortable for the rider and passenger.

Swing arm and rear suspension

A new attaching method of the swing arm to the frame results in weight reduction of 2kg and increased stability.

Adopted for the rear suspension is a manually adjustable preload system, coupled with Honda's Pro-Link system to ensure a comfortable ride.

Dual combined Anti-Lock Braking System (DC-ABS)

For the new Goldwing, electronically controlled DC-ABS optimally distributes braking force to the front and rear wheels, in linkage with the current Riding Mode of choice, automatically adjusting the braking characteristics more in line with the riding situation, which has enhanced the sense of security in riding.

POWER UNIT

Engine

For 2018, the engine offers a smooth and powerful new-generation F6 power unit.

A re-designed unique liquid-cooled, longitudinal, 4-stroke, horizontally opposed 6-cylinder (F6) 1800cc engine that is substantially lighter and more compact.

The pursuit for higher combustion efficiency and the adoption of the idling stop system among other measures, have also achieved an increase in fuel efficiency.

Honda's original Dual-Clutch Transmission (DCT) is used for the transmission, with the third-generation 7-speed DCT installed and a new type of creeping-speed forward and backward movement functions has been added to further enhance ease of use.

Power output characteristics

The newly designed engine utilizes Unicam technology with a compact 4-valve cylinder head resulting in a lightweight package and as a first for the Goldwing; a Throttle-By-Wire (TBW) system has been adopted. The selectable Riding Mode system better accommodates different riding conditions and the new position of the engine allows for extra space for the rider's feet. Other wide-ranging measures that helped achieve weight reduction include the use of aluminium cylinder sleeves, a change made in the camshaft material and a revision of the cooling water routes.

Third-generation 7-speed + Reverse mechanism DCT

A new third-generation 7-speed Dual-Clutch Transmission (DCT) has been developed and utilizes a reverse chain to assist with the reverse function, adding to the units' overall compactness and lightweight feel. The Walking Mode, forward and backward movement functions are operable with a hand switch.

Paying particular attention to high-speed cruising as a long-distance tourer model, the 7-speed DCT system with chain reverse further enhances fuel efficiency.

Key characteristics of the third-generation DCT system:

- Capitalizing on the transmission structure of the third-generation DCT installed on the new Goldwing, is the creeping-speed forward and backward movement system (Walking Mode) Walking Mode is operated by the + button and – button among the left handlebar switches, which ensures smoother and easier maneuvering in a turnaround effort or when handling the vehicle at low speeds in a parking lot, etc.
- Improved operating feel, reduction in shift noise and shift shock - For the third-generation DCT, close gear ratios have been set on the low-speed side (bringing the gear ratios closer to each other), which has mitigated the changes in engine speed and driving force when shifting gears, achieving a reduction in shift shock.
- The weight of the engine unit itself has been reduced by about about 3.8 kg compared to the previous model and even when factoring in the increase in weight with adoption of the 7-speed reverse mechanism DCT

Exhaust system

The exhaust system is lighter with an improved appearance as to create an exhaust sound worthy of the new Goldwing and highlighting the bike's livelier personality through a deeper exhaust note.

Integrated Starter Generator (ISG)

For the first time in a large motorcycle, Honda has adopted an ISG system, which integrates the starter motor and generator functions into one compact unit for further weight reduction and mass centralisation.

Throttle-By-Wire (TBW)

The new Goldwing has adopted the Throttle-By-Wire system (TBW), in which the Accelerator Position Sensor unit (APS) placed inside the right handlebar switch housing detects the grip opening as operated by the rider and based on the electric signal, the ECU gives the instructions for controlling the throttle valve. The use of TBW has enabled installation of such advanced equipment as the selectable Riding Modes, which can be changed according to the riding situation. TBW substantially contributes to improvements in the operating feel of the 7-speed DCT and Cruise Control systems.

The selectable Riding Modes

Fully capitalizing on the model's much improved performance, the rider can enjoy 4 riding modes.

The Riding Mode for the 4 types of riding situations can be controlled for a total of 5 elements, which are engine output characteristics (TBW), gear shift schedule (DCT), torque control, damping characteristics and braking characteristics. The control operations provide the optimum balance for riding, turning and stopping, through the output characteristics and vehicle motion characteristics that match each of the riding situations.

The following 4 types of modes comprise the selectable Riding Mode according to riding situation. Choosing each Mode is possible with a right handlebar switch and while riding, the process of shifting the mode is completed when the rider totally closes the throttle grip.

The modes:

- **Touring**

This is the standard mode for the new Goldwing, capable of dealing with the most wide-ranging conditions. This mode enables powerful acceleration with the throttle operations when climbing a hill and offers appropriate response to other changes in the terrain, while curbing engine speed at low levels. The DCT model faithfully responds to the rider's acceleration demands, through the proper automatic kick-down (downshifting) according to the accelerator position angle.

- **Sport**

This mode offers the riding character enabling the rider to fully enjoy the improved dynamic performance of the new vehicle body resulting from the substantial weight reduction. Helping drive the rider to more aggressive riding is the overwhelming acceleration thanks to the sharper responsiveness, the shifting schedule enabling the revving up to high engine speeds (with the AT Mode of the DCT model) and the braking characteristics with a higher sense of security matching the acceleration and deceleration in sporty riding.

- **Economical**

This mode is ideal for riding on city streets and in the suburbs in a relaxed manner. Through the mild acceleration and deceleration characteristics in response to the throttle operations, enjoying more relaxed cruising is possible. With the AT Mode of the DCT model, the shifting schedule limited to low engine speed, also contributes to raising fuel efficiency.

- **Rain**

In the situations with a low road surface friction coefficient, such as on wet and dirt roads, this mode offers riding with the highest sense of security. The mode provides the acceleration and deceleration characteristics that are even milder in response to throttle operations than the Economical Mode, and mitigates any tension that the rider may feel when riding in the rain, through proper torque control.

Torque Control System (linked with the selectable Riding Mode according to riding situation)

The selectable Riding Mode according to riding situation has adopted torque control that can be turned ON or OFF in line with the riding character in individual situations.

ELECTRONICS

Idling Stop system

Honda has adopted an Idling Stop system for the new Goldwing for added fuel efficiency. When stopping at a traffic light, etc., with the Idling Stop system ON, the engine automatically stops after about 3 seconds, and when restarting, the rider only needs to turn the throttle grip, which immediately starts the engine and the rider can take off.

The rider can turn ON or OFF the Idle Stop functions by operating a right handlebar switch, or by using both the TFT liquid crystal display panel in the central area of the meter and the switch, through the operations within a layer.

Hill Start Assist system and Cruise Control system

To make a hill start on a conventional motorcycle, it may become necessary to simultaneously carry out the operations of releasing the brakes, opening the throttle, and engaging the clutch according to the grade of the slope. To mitigate any excessive tension and burden in such a situation, the new Goldwing has adopted the Hill Start Assist system. It also has Cruise Control ideal for long range highway cruising.

Smart systems - Smart key

With the following smart systems now installed, the 2018 Goldwing has become more convenient and easier to use. The smart systems are activated by the exclusively designed smart key.

System for turning ON or OFF the ignition

It has now become possible to turn ON or OFF the ignition and lock the handlebars while just carrying the smart key.

Vehicle finder system

Pushing and holding the Call button of the smart key results in the hazard lights flashing.

Emergency Stop Signal system (ESS)

The Emergency Stop Signal system (ESS) assumes the function of promptly warning the following vehicles of sudden heavy braking by automatically activating the hazard lights.

Meter

The new Goldwing's meter presents a wealth of information in a functional layout that is supplied through its advanced functions. The meter's finish with high-grade textures, 7-inch full-color TFT liquid crystal display screen and its three-dimensional design, offer a cockpit view with both a luxurious feel and cutting-edge characteristics, worthy of the flagship model's cockpit.

Tyre Pressure Monitor System (TPMS)

With the addition of the TPMS, a warning light is displayed only when tyre pressure is low.

Infotainment systems

As well as offering the latest technologies and features for the audio systems, the new Goldwing offers the Apple Car-Play that connects the motorcycle to the user's iPhone to show maps, contacts, and music, all accessed through the motorcycle's display.

TOURING FEATURES

Refined shape

While the new Goldwing boasts a sharp and compact appearance, it has also achieved improvements in the comfort required of a tourer (wind protection) and in its economy (the reduction in air resistance leading to improved fuel efficiency.)

With its improved dynamic performance making the vehicle body considerably lighter and more compact, the superior quality feel created under the 'Premium Tourer' theme gives rider and passenger a quality ride.

The styling of the new Goldwing conveys at a glance its cutting-edge characteristics and the dramatically improved performance, in harmony with the functions required of each area of the vehicle body.

Improved ergonomics in regards to the dash layout as well as creature comforts like heated grips, LED headlights and tail lights.

Electric windscreen – short

The new Goldwing adapts comfort truly worthy of a next-generation tourer with the adoption of an electric windscreen, it enables the rider to freely adjust with a left handlebar switch the windscreen angle and height in a step-less manner.

The Goldwing is available in Matte Majestic Silver Metallic