WP7 - Harmonisation of Ecodriving in driving school curriculum and driver test

Deliverable D7.5

Definition of pan-European minimum requirements for driver education in driving schools and practical and theoretical driver testing to pass the driver test
The purpose of this deliverable was to identify all aspects in learner driver education and testing procedures which are related or have to be touched by Ecodriving in order to guarantee a sustainable integration. Minimum requirements in this context mean that all mentioned fields influencing the field of driver education and testing have to at least incorporate the basic Ecodriving principles as defined in the ECOWILL project. The following points were defined as minimum requirements already at an early stage of the project and influenced all other activities and deliverables of the respective Workpackage7.

Ecodriving must be part of:

- Driving instructor and examiner education, in order to guarantee a common understanding on the techniques
- Theoretical and practical driving school education of category B from the first lesson on, teaching Ecodriving as normal driving style
- Examination procedures (Theoretical and practical driver test) to make Ecodriving a relevant subject to pass the driver test and thus strengthen the importance in the view of learner drivers
- Driving school curriculum to standardize, structure and define Ecodriving education

Ecodriving education and testing must include:

- Golden and Silver Rules as defined by the ECOWILL project as they represent the European minimum consensus how to define Ecodriving
- A special teaching methodology (Coaching) in order to provide an appropriate tool for instructors and examiners how to approach learner drivers with this specific topic
- GDE-Matrix and Level of proficiency structured education in order not to overstrain learner drivers and guarantee a structured learning process according to skills developed and competences build up.
Minimum Requirements of the driving part of the test (also included as Annex: Driving test guidelines concerning environmentally and energy saving way of driving in D7.4)

The integration of Ecodriving in the practical test is the most important part trying to influence learner driver education. Therefore the minimum requirements for the practical test were specifically designed. Based on the Golden Rules these minimum requirements define elements or the practical test which can be assessed quite easily. They are also integral part of D7.4.

**Behaviour when moving off**

With category B vehicles with manual transmission on level ground first gear is only to be used for moving off and just for a few meters (approximately length of the vehicle). Independent of transmission system the engine should be kept at low number of revolutions when moving off.

**Changing and selection of gear**

Attention is to be given to timely gear changing and selection. The candidate is to engage the next higher gear as soon as possible (on reaching 2.000 rpm (or less depending on vehicle)) and with vehicles in category B, depending on the vehicle type, as a rule to use at least the first four gears up to 50km/h; other gears are also to be used as soon as possible. Acceleration should be done with gear skips when practical and safe.

Vehicles with automatic transmission: The accelerator has to be pressed slowly. The „Kick down“ has to be avoided.

Consideration is to be given to the information in the instructions for use of the specific vehicle.

**Driving uphill and downhill**

The candidate is to show, that he/she is in complete control of the vehicle when driving uphill and downhill, especially when starting a climb (up to approx. 10%) with coordinated use of accelerator, clutch and brake.

**Driving speed**

Driving speed should be adjusted to conditions and other road users. Unnecessarily high rpms are to be avoided when accelerating.

**Overtaking**

Overtaking is to be tested if possible. When overtaking, attention is to be paid to the following:
- rapid acceleration

**Behaviour at crossroads, junctions, roundabouts and railway crossings**

Attention is to be paid to the following:

- in the case of a foreseeable extended stop (longer than 20 seconds) the engine is to be switched off.

**Anticipatory driving**

- appropriate speed and sensible gear selection when driving uphill and downhill
- changing gear and driving in low revs
- steady and smooth driving in the highest possible gear
- driving at a steady speed on main roads without exaggerated braking or acceleration
- maintenance of an increased safety distance (use of a 3 second buffer distance)
- before coming to a foreseeable stop, e.g. at a junction or at a red traffic light, without using the gas and without changing to a lower gear, make early use of the vehicle's momentum and allow the vehicle to coast (disengaged, without gear, with gear¹)
- in the case of delays / speed variations in the flow of traffic, e.g. traffic ahead slowing down or traffic restrictions, make early use of the vehicle's momentum and allow the vehicle to coast without accelerating and without changing to a lower gear
- avoid unnecessary braking and acceleration
- use vehicle's momentum in stop-start situations

¹ determined by Member State