

Appendix 1: Format of Ecodriving Training & Key Messages for Internal Combustion Engine Vehicles

Each driver's ecodriving training must last a minimum of 60 minutes. There is no maximum duration. Longer duration training may focus entirely on ecodriving training, or it may cover additional content e.g. aspects of safety training, as long as the additional content is covered in the additional time and does not encroach upon the minimum of 60 minutes spent on ecodriving.

Each trainer may train a maximum of eight drivers per day. There is no minimum number.

Each driver must drive two laps of an identical route on public roads, the first in his normal driving style and the second whilst being coached and adopting ecodriving techniques.

Discussion and two-way feedback is an integral part of the training, so the training should include a brief 'warm up' discussion before the driving begins and feedback sessions after both laps.

Trip-average fuel consumption (MPG) and trip-average speed (MPH) must be measured for each driver's first drive and each driver's second drive. The MPG and MPH figures must be available immediately after each drive as they form part of the discussion in the two feedback sessions.

All training delivered under the Scheme must include each of these five stages shown below, with each of the five stages lasting for at least the minimum duration stated.

Outline of Short-Duration Ecodriving Training

Introduction [Minimum 3 mins.] Explain the structure and objectives of the training. Check seating and mirrors etc. If appropriate, discuss the vehicle being used for training e.g. powertrain, engine, transmission, fuel type. Try to put the driver at ease.

First Drive [Minimum 15 mins.] Give directions but do not advise or comment on driving style unless this is necessary for reasons of safety. Assess the driver's driving style and the areas with the greatest potential for improvement. Lead a conversation to promote trust, put the driver at ease and get an understanding of the factors that interest and motivate him. Record trip average MPG and MPH at the end of the first drive and zero the trip computer ready for the second drive.

First Feedback Session [Minimum 5 mins.] With the car stationary and the engine off, ask the driver for his impressions of the first drive. Introduce the three core ecodriving tips: **Greater anticipation; use of gears especially of changing up at low revs when accelerating; and use of a 'trailing throttle' ie lifting off the accelerator early but remaining in gear when decelerating.** Discuss with the driver if he would like to focus particularly on any other tips. Give positive feedback to encourage the driver and to impart positive feelings towards ecodriving.

Second Drive [Minimum 15 mins.] The driver is coached in the three core tips plus any other techniques discussed in the first feedback session.

Second Feedback Session & Training Wrap-up [Minimum 5 mins.] Ask the driver to describe his experience of the training; encourage him to do so by asking open questions. Give short and positive feedback to the driver focussing on the improvements between the two drives. Discuss the MPG and MPH figures for both drives and the reasons for the improvement in MPG (if seen!), and highlight that MPH (average speed) for the second drive is usually no slower than for the first. If time allows and if the trainer considers that the driver could absorb further information without significantly compromising the driver's ability to remember and adopt the three core tips, discuss other ecodriving techniques especially the effects of speed, air conditioning and tyre pressures. Direct the driver to further sources of information. Finish by encouraging the driver to integrate ecodriving in to his every day driving and to consider more in-depth training in the future.

More information is given in EST's "Guidelines for Delivering Short-Duration Ecodriving Training", available from EST and which will be provided to all TSs participating in the Scheme. This training format will also be covered in detail during the TTTs.

Updates to this Appendix

This appendix may be updated periodically. The current and definitive version is available at www.energysavingtrust.org.uk/ecodriving