

## EST Ecodriving Scheme Appendix 3: Format of Electric & Plug-in Hybrid Vehicle Training & Key Messages

Electric vehicle (EV) and plug-in hybrid vehicle (PHEV) driver training should in most cases combine product training to ensure drivers feel confident with the operation and charging of their vehicles, with ecodriving training to help them maximise efficiency and range. If you do not feel the product training aspect is necessary for a particular client, for example if their drivers are already familiar with their plug-in vehicles, then please contact [ecodriving@est.org.uk](mailto:ecodriving@est.org.uk) in advance.

Otherwise please follow the requirements below. The Energy Saving Trust will not pay a subsidy for EV or PHEV training that does not meet all of the requirements below unless written prior approval has been obtained for any deviation.

Training in electric vehicles (EVs) or plug-in hybrid vehicles (PHEVs) must last a **minimum of 1.5 hours per driver**. There is no maximum duration. Longer duration training may use the extra time to include additional content e.g. aspects of safety training.

Each trainer may train a **maximum of 5 drivers per day**. There is no minimum number.

The **trainer must be familiar with the specific make and model of vehicle** before the training begins.

Training must **include an introduction to the vehicle's controls, modes and displays**. This should include, if applicable, how to vary the level of regenerative braking and an explanation of any eco or energy saving modes such as those that limit acceleration, top speed, or use of ancillary power. For PHEVs, the discussion of modes should also include an explanation of when the vehicle uses only electric, only ICE or hybrid power, and the fact that financial and environmental benefits will only be achieved when PHEVs are regularly plugged-in.

Training should include how to charge the vehicle, with a practical demonstration and discussion of different charging options if possible.

**Each driver must drive two circuits of an identical route on public roads**, the first in his normal driving style and the second whilst being coached and adopting ecodriving or range-extending driving techniques. **Each of these two drives must last at least 20 minutes**.

Discussion and two-way feedback is an integral part of the training, so the training must include feedback sessions after each drive with the vehicle stationary. During the first of these feedback sessions the trainer should introduce the core EV & PHEV **range extending techniques of greater anticipation; maximising the use regenerative braking; and avoiding excessive speed**.

### Data Requirements for Electric Vehicles

**For pure electric vehicles, trip-average energy consumption (kWh/km, kWh/mile or other suitable units) and trip-average speed (MPH) must be measured for each of the two drives**. Each driver's energy consumption and average speed figures must be submitted to EST and must also be available immediately after each drive as they form part of the discussion in the two feedback sessions.

## Data Requirements for Plug-in Hybrid Vehicles

For plug-in hybrid vehicles, **trip average fuel consumption (MPG) and trip-average speed (MPH) must be measured for each of the two drives.**

**Where possible** (and this will be the case for most PHEVs) **trip-average energy consumption** (kWh/km, kWh/mile or other suitable units) should also be measured.

**Where possible, the two measured drives should be conducted in Charge Holding (also called Charged Sustaining) mode.** This holds the battery at a constant state of charge, which allows for a meaningful comparison of MPG results. NB. Although the two measured drives should be conducted in Charge Holding mode if available, the rest of the training should include a mixture of all PHEV modes to ensure the driver understands how and when a PHEV uses the different modes.

Each driver's MPG and if applicable, energy consumption and average speed figures, must be submitted to EST and must also be available immediately after each drive as they form part of the discussion in the two feedback sessions. The results submitted to EST should also indicate whether or not Charge Holding mode was used.

## Updates to this Appendix

This appendix may be updated periodically. The current and definitive version is available at [www.energysavingtrust.org.uk/ecodriving](http://www.energysavingtrust.org.uk/ecodriving)