

Fundamentals of Fuel-Efficient Driving for Vehicles Operated by VCHD Cargo a.s.

Practical overview of evaluation, safe driving and financial payments

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The latest version is always available on the tablet: app *Dokumenty z kabiny*

How the system evaluates each parameter

- Different types of operation (based on speed, bend radius, elevation changes, etc.)
 - o Urban driving
 - o Interurban driving
 - o Motorway driving
 - o Other (loading/unloading/parking)
- Different vehicle types
- Vehicle load (including trailer or semi-trailer)

9 evaluation parameters

1. Time at a steady accelerator position + cruise control

The time for which the accelerator pedal remained almost unchanged (at a constant position), together with the time the cruise control was active in each driving mode. This therefore measures smooth driving without unnecessarily rapid acceleration. (Only repeatedly high engine speeds lasting minutes, rather than seconds, have a negative effect.)

Cruise control is recommended on level sections. If the vehicle is equipped with predictive cruise control, it can also be used in moderately hilly terrain because the vehicle can automatically slow down or accelerate in response to upcoming elevation changes (it slows slightly before the crest so it can gain speed after passing the crest).

Mercedes, Scania and Volvo vehicles are equipped with predictive cruise control.

2. Braking distance using the engine brake

This value shows the ratio between use of the service brake and the engine brake. The ratio should be strongly in favour of the engine brake; if the driver uses the service brake more often, the score is reduced. To achieve the best rating, approximately the following engine-brake percentages are required in the individual driving modes:

- Urban — 95 %
- Interurban — 97 %
- Motorway — 99 %

3. Driving time with no fuel consumption + Ecoroll

Driving time during which the vehicle's momentum is used to keep it moving, resulting in zero or the lowest possible fuel consumption. For the best score in each driving mode, a vehicle carrying an average load should achieve approximately the following values:

- Urban — 28 %
- Interurban — 32 %
- Motorway — 20 %

4. Time driving under power at speeds above 85 km/h

The time for which the vehicle is driving under power, with the accelerator pedal depressed or cruise control engaged, at a speed above 85 km/h is counted as a negative parameter and reduces the driver's score.

Recommendations for using predictive cruise control:

The set speed is 85 km/h, but the vehicle may accelerate downhill to 86–88 km/h. If this happens, switch off cruise control manually and drive with your foot on the accelerator so the vehicle does not exceed 85 km/h and the score is not reduced. Before the crest, switch cruise control on again.

5. Driver anticipation

Driver anticipation is based on the average time between releasing the accelerator pedal and applying the brake. The parameter takes the vehicle load into account.

The driver loses points if the required delay between pressing the accelerator and applying the brake (or vice versa) is not observed, depending on vehicle load and driving mode. For a vehicle carrying an average load, the approximate delay (time before pressing the next pedal) required for the highest score is:

- Urban — 55 s
- Interurban — 62 s
- Motorway — 80 s

6. Distance using the service brake as a share of total distance travelled

This is the total distance for which the driver used the service brake, expressed as a proportion of the total distance travelled. The tolerance is higher in urban driving than on motorways. The driver begins to lose points when a vehicle carrying an average load (gross combination weight: 24 t) exceeds:

- Urban — 2 % of the total distance travelled
- Interurban — 0.5% of the total distance travelled
- Motorway — 0.1% of the total distance travelled

7. Number of brake pedal applications

The average number of service-brake applications per 100 km. The tolerance is higher in urban driving than on motorways. For a vehicle carrying an average load, the permitted number of applications per 100 km is:

- Urban — 19 applications per 100 km
- Interurban — 8 applications per 100 km
- Motorway — 2 applications per 100 km

8. Excess engine speed while driving under power

The total time the maximum efficient engine speed is exceeded under power. Higher engine speeds increase fuel consumption, not performance. Under power means a gear is engaged and the accelerator is pressed (or cruise control is applying power). Maximum efficient engine speed by vehicle type:

Vehicle type	Max. efficient engine speed
MAN TGX	1 350 rpm
Mercedes Actros	1 400 rpm
Scania R	1 300 rpm
Volvo FH	1 300 rpm

9. Idling longer than 2 minutes

The time for which the vehicle's engine is running while stationary for longer than 2 minutes. Only this stationary time affects the driver's score, as shorter stops at traffic lights and similar situations are filtered out. During winter, a tolerance is provided to allow the battery to be charged. Idling also includes time spent at elevated engine speed using cruise control.

Internal penalties related to fuel-efficient driving

Exceeding 95 km/h

Compliance with speed limits is the driver's responsibility and forms part of the safe and fuel-efficient driving evaluation. The company may monitor compliance using GPS/telematics data, vehicle data and other available operating records. If a truck exceeds 95 km/h, points are deducted from the fuel-efficient driving score and **the applicable financial payment is reduced by CZK 1,000 in accordance with internal payroll rules**. Speeding affects road safety, fuel consumption, vehicle wear and accident risk, and may also affect whether a warranty claim is accepted by the vehicle or trailer equipment supplier.

Applying the parking brake while driving

Applying the parking brake while driving is highly dangerous and prohibited. If such behaviour is recorded, the driver will receive **an internal penalty of CZK 1,000**, the financial payment for fuel-efficient driving will not be granted, and the offence will then be handled individually with the branch manager.

Evaluation system

The evaluation system combines all assessed parameters. The final rating is shown as stars or points on the tablet in the WD app.

Notice: system data are updated once every 24 hours

1. Excellent driver: 80–100 points
2. Very good driver: 70–79 points
3. Good driver: 60–69 points
4. Satisfactory driver: 50–59 points
5. Unsatisfactory driver: 0–49 points

Financial payment for fuel-efficient driving

Based on the overall monthly result, drivers will receive the following financial payment:

Points	VCHD a.s. Kč	VCHD GmbH €	Points	VCHD a.s. Kč	VCHD GmbH €
45 and below	0 Kč	0 €	73	4 725 Kč	132 €
46	50 Kč	0 €	74	4 800 Kč	136 €
47	100 Kč	0 €	75	4 875 Kč	140 €
48	150 Kč	0 €	76	4 950 Kč	144 €
49	200 Kč	0 €	77	5 025 Kč	148 €
50	900 Kč	40 €	78	5 100 Kč	152 €
51	1 000 Kč	44 €	79	5 175 Kč	156 €
52	1 100 Kč	48 €	80	5 500 Kč	160 €
53	1 200 Kč	52 €	81	5 550 Kč	163 €
54	1 300 Kč	56 €	82	5 600 Kč	166 €
55	1 400 Kč	60 €	83	5 650 Kč	169 €
56	1 500 Kč	64 €	84	5 700 Kč	172 €
57	1 600 Kč	68 €	85	5 750 Kč	175 €
58	1 700 Kč	72 €	86	5 800 Kč	178 €
59	1 800 Kč	76 €	87	5 850 Kč	181 €
60	2 500 Kč	80 €	88	5 900 Kč	184 €
61	2 650 Kč	84 €	89	5 950 Kč	187 €
62	2 800 Kč	88 €	90	6 000 Kč	190 €
63	2 950 Kč	92 €	91	6 050 Kč	193 €
64	3 100 Kč	96 €	92	6 100 Kč	196 €
65	3 250 Kč	100 €	93	6 150 Kč	199 €
66	3 400 Kč	104 €	94	6 200 Kč	202 €
67	3 550 Kč	108 €	95	6 250 Kč	205 €
68	3 700 Kč	112 €	96	6 300 Kč	208 €
69	3 900 Kč	116 €	97	6 350 Kč	211 €
70	4 500 Kč	120 €	98	6 400 Kč	214 €
71	4 575 Kč	124 €	99	6 450 Kč	217 €
72	4 650 Kč	128 €	100	6 500 Kč	220 €

THE MINIMUM DISTANCE REQUIRED TO RECEIVE THE FINANCIAL PAYMENT FOR FUEL-EFFICIENT DRIVING FOR THE PREVIOUS MONTH IS 5,000 km.

Contact

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