Improved acceleration band in FMS/rFMS

DOITS working group have proposed to ACEA HDEI FMS Standardisation Group to in the new version of rFMS 2,0 increase the granularity in the acceleration band between -1,1 to 1,1 m/s^2 in 0,1 m/s^2 steps.

A truck driver can influence the fuel consumption significantly when starting to pull the load as well as when braking. When analysing driver behaviour, the acceleration between 0- 1 is of utmost importance to register to be able to educate drivers as well as understand differences in wear and break down of trucks.

HDEI FMS Standardisation Group initial agreement for rFMS 2,0 (m/s^2).

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Acceleration In Classes – Seconds, Meters, Classes define in, in m/s2, Minimum 11 classes.

], -4]]-4, -3]]-3, -2]]-2, -1]]-1, -0.1] ***]-0.1, 0.1***[[0.1, 1[[1, 2[[2, 3[[3, 4[[4,]

DOITS Proposal.

DOITS proposed the following to cover acceleration as well as deceleration between -1,1 to 1,1:

-1,1]]-1.1, -1,0]]-1.0, -0,9]]-0,9, -0,8]]-0,8,-0,7]]-0,7, -0,6]]-0,6, -0,5]]-0,5, -0,4]]]-0,4, -0,3]]-0,3, -0,2]]-0,2, -0,1]]-0,1, 0,1]]0,1, 0,2]]0,2, 0,3]]0,3, 0,4]]0,4, 0,5]] 0,5, 0,6]]]0,6, 0,7]]0,7, 0,8]]0,8, 0,9]]0,9, 1,0]] 1,1,

HDEI FMS Standardisation Group's mandatory version (m/s^2).

DOITS proposal was forwarded to HDEI FMS Standardisation Group and based on this the **final decision** rFMS 2,0 is:

-1,1]]-1.1, -0,9]]-0,9,-0,7]]-0,7, -0,5]]-0,5, -0,3]]-0,3, -0,1]]-0,1, 0,1]]0,1, 0,3]]0,3, 0,5]]0,5, 0,7]]0,7, 0,9]] 0,9, 1,1]] 1,1,]