



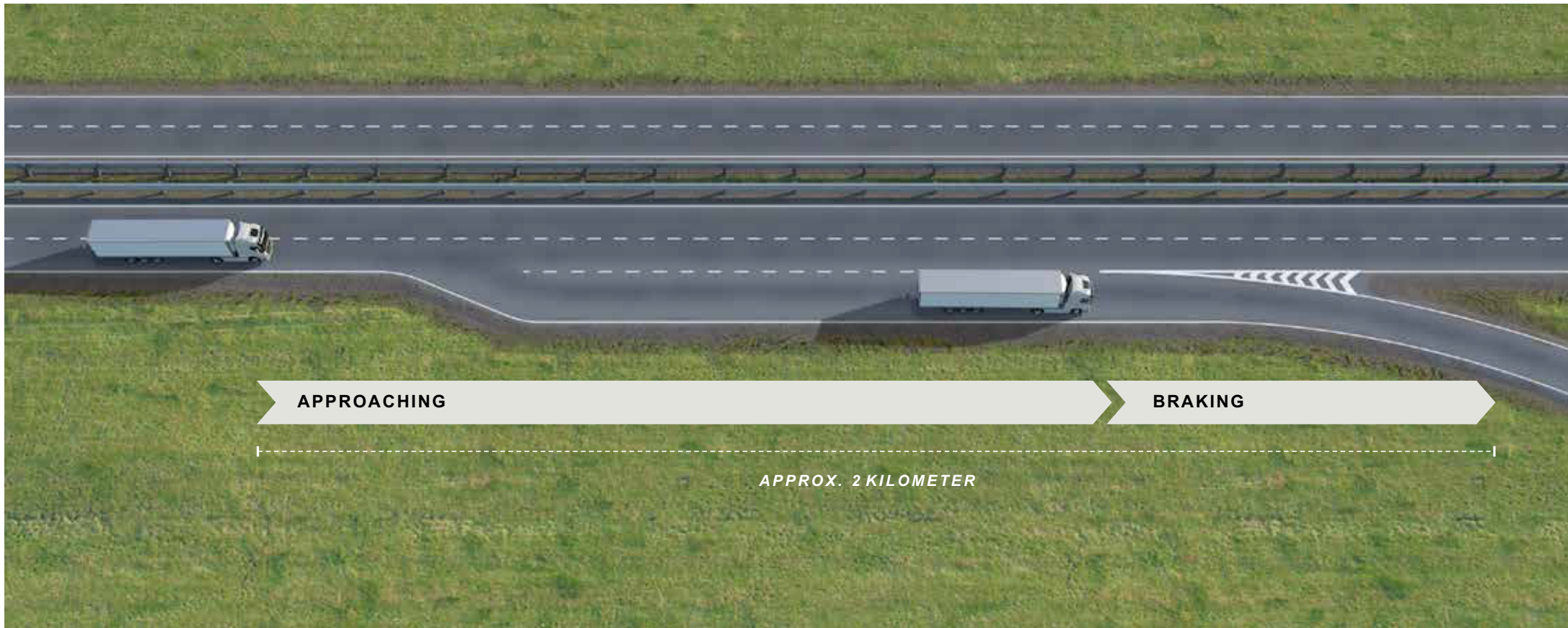
Volvo Trucks. Driving Progress



How to exit the motorway fuel efficiently

Saving a lot by doing a little

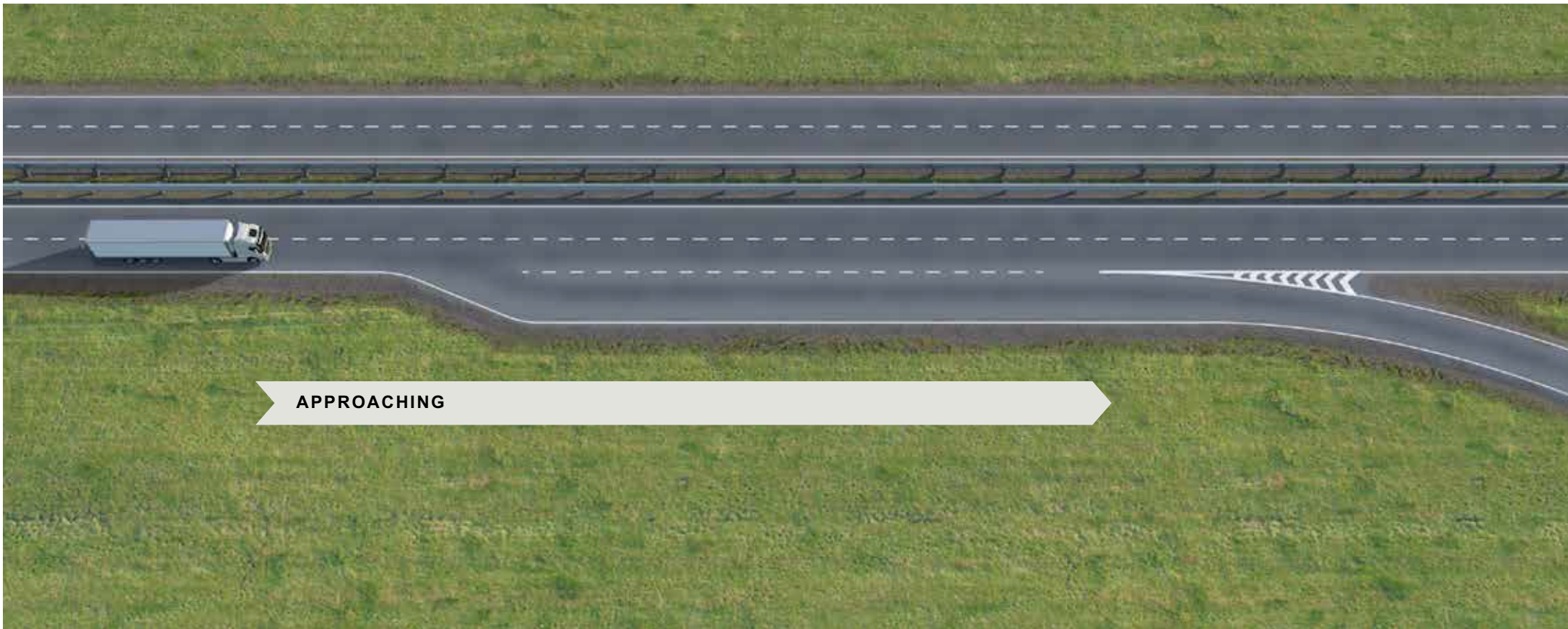
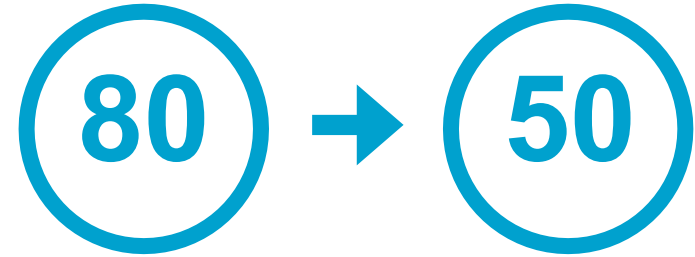
Coasting or freewheeling as you approach a motorway junction can be surprisingly fuel-efficient. There is up to 0.5 litres to be saved on every approach, and in today's climate, every drop counts. Here, subject to traffic and road conditions, we explain how to approach and brake when you leave a motorway to lower fuel consumption.



Plan your driving and react early

The main key to exit a motorway in the most fuel-efficient way, is to pay attention and plan your exit ahead. A good rule is to start anticipating the exit the first time you see the exit sign, usually about 2 kilometres from the junction. Here is where you make the first action.

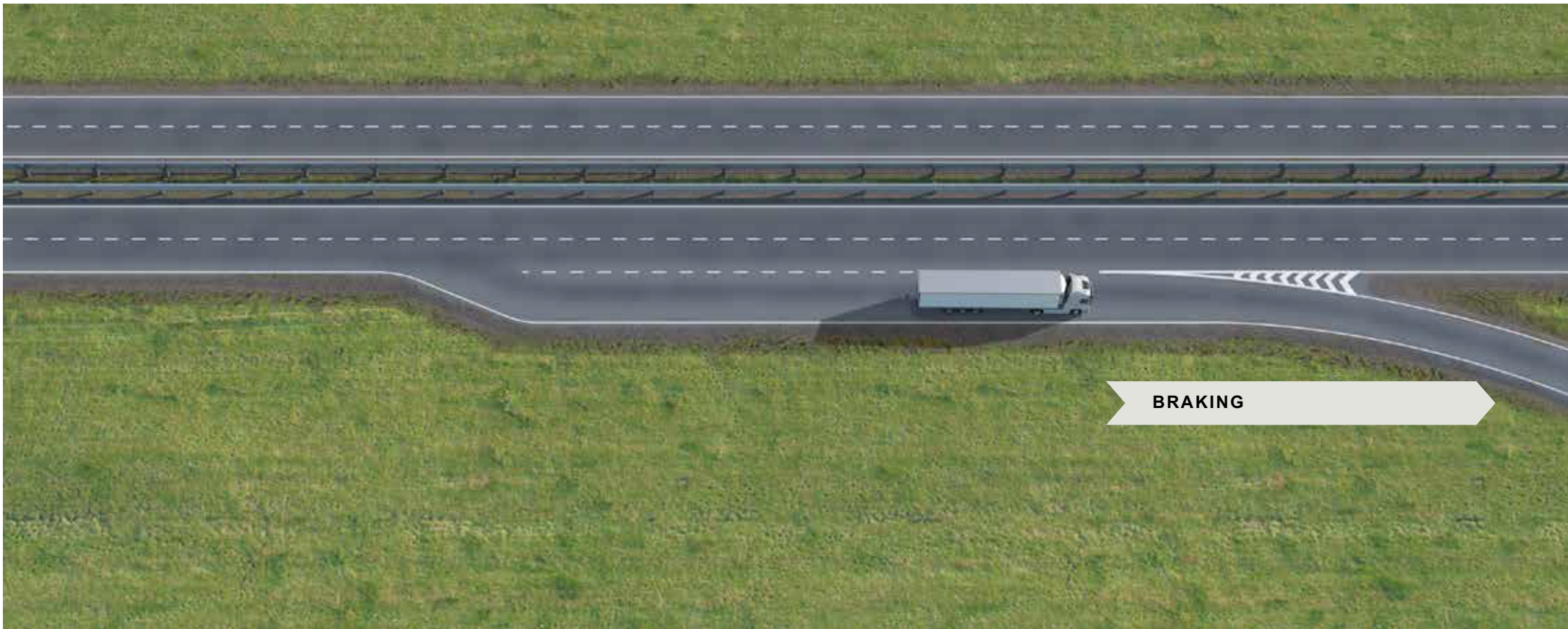
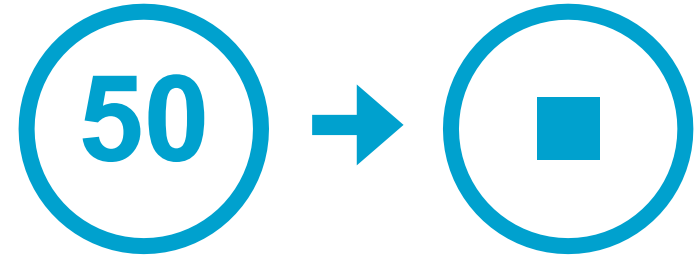
If activated, disengage cruise control. If traffic allows it and there is room in the exit lane, take your time and let the speed drop by coasting as close to 50 km/h as possible. This will reduce air friction and make the most of your truck's momentum. By avoiding braking all the way from cruising speed down to 50 km/h, you have optimized the usage of the trucks' momentum. This is certainly achievable on flat approaches and slight inclines.



Use the (automatic) auxiliary brakes to reduce speed

If travelling downhill, you might be forced to brake. When driving at speeds of under 50 km/h, use the automatic auxiliary brakes by brake pedal. The auxiliary brakes alone are not very effective at reducing speed when shifting gears and using them on their own will feel uncontrolled and uncomfortable.

A truck driving at less than 50 km/h has very little kinetic energy left, so there's no harm in using the service brakes a touch during the approach. It certainly won't cause significant wear. Using both the automatic auxiliary brakes and braking by foot also gives the driver a chance to anticipate what others are doing and maintain a comfortable approach to a junction.



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