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The DEKRA Job Market Report 2021 has revealed that the contact restrictions occasioned by last year’s Corona pandemic has led companies to make greater progress with digital learning and working than in previous years. It meant that many companies were able to register a “massive leap forward” in digital learning formats.

Even at a snail’s pace: form an emergency services lane

DEKRA accident experts remind highway motorists caught in a traffic jam that they are obliged to form a lane for emergency vehicles even if the traffic has not completely come to a standstill and is only edging forward at a snail’s pace. Markus Egelhaaf says: “If motorists only begin to form the lane when traffic has already halted, they will have restricted space within which to maneuver and form the lane, and this frequently leads to the loss of valuable time.”

Used car purchase: electronic lifesavers on board?

Safety equipment is usually at the top of the wish list of anybody contemplating the purchase of a new car, but it should also be an important consideration when buying a used car, too. “The number of electronic lifesavers is a key factor in how well the occupants are protected on the road,” says DEKRA’s used car expert Ronald Hufnagel.

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Corona effect: Digital learning formats given a boost

Digital in-service training in companies

“Massive leap forward”

The DEKRA Job Market Report 2021 has revealed that the contact restrictions occasioned by last year’s Corona pandemic has led companies to make greater progress with digital learning and working than in previous years. It meant that many companies were able to register a “massive leap forward” in digital learning formats.

According to the German Institute for Employment Research (IAB), 44 percent of employers were utilizing e-learning even before the Corona crisis and had simply expanded this commitment in 2020. Another 20 percent had maintained their level, while one in three companies had come into contact with e-learning for the first time.

Part of the DEKRA Job Market Report 2021 involved in-depth interviews conducted with ten companies representing sectors as diverse as consulting and light engineering. The findings amply showcase the progress made in employing digital formats. Before the pandemic, the clear focus of in-service training was face-to-face sessions, although companies would occasionally also provide a mix of different formats depending on the specific target group.

The report found that since Corona, in-service training in the companies interviewed has now predominantly shifted to a digital format. In one case, even initial training had completely transitioned to online teaching and e-learning. This included both inhouse seminars as well as services provided by external partners.

Eight out of the ten companies questioned backed “blended learning”, i.e. they aimed to combine the possibilities offered by digital learning content with face-to-face teaching with a trainer. Videos, web-based training (WBT) and webinars are the most common tools. Live online training sessions in virtual classrooms (formats which most closely approximate face-to-face training) are currently experiencing a veritable boom. The format allows all participants to see and hear the same information at the same time, ask questions and share applications.

Individual companies are already taking advantage of 3D technology and utilizing virtual learning environments to practice things such as specific hand movements on a machine. Text and language-based dialog systems such as chatbots are employed to answer FAQs or suggest further training content.

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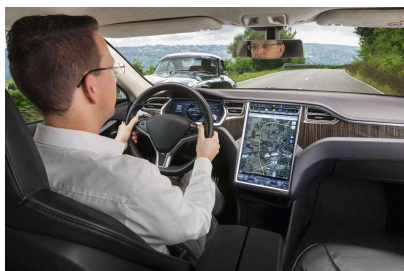


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Assistance systems: fewer accidents, fewer serious injuries

Keep your wits about you when purchasing a used car

Electronic lifesavers on board?

Safety equipment is usually at the top of the wish list of anybody contemplating the purchase of a new car, but it should also be an important consideration when buying a used car, too. DEKRA's used car expert Ronald Hufnagel says "the number of electronic lifesavers is a key factor in how well the occupants are protected on the road."

Traditional lifesavers are active emergency brake systems, which warn the driver of an imminent frontal collision and, should the driver fail to act in good time, can even initiate an emergency braking automatically. This reduces the collision speed so that occupants and other people involved in the accident are less likely to be seriously injured. Other systems such as ESP; fatigue warning systems, lane assist or adaptive speed control all have a role to play in avoiding accidents.

So as not to neglect the safety aspect when purchasing a used car, it is advisable to immediately set the corresponding tick in the box for desired equipment when conducting searches on online marketplaces. Sometimes altering the first registration year of the vehicle can bring dividends. Economy range vehicles registered before 2014 will not automatically have driving dynamic systems such as ESP or ESC. If the used car has been re-imported, it would be important to verify what equipment has actually been installed.

It is also advisable, especially when dealing with older used cars, to pay attention to two points: firstly, that the listed safety systems are actually on board, and secondly, whether they function perfectly. According to DEKRA research, about ten percent of vehicles that are between three and eight years old have to head for a garage due to the onboard system reporting errors.

A car owner can ensure that the electronic systems of a vehicle work perfectly by having them inspected via a system check developed by the technical services organization DEKRA. "This inspection uncovers hidden electronic faults and also verifies the plausibility of the speedometer reading", explains Hufnagel. This would prevent any need to compromise on safety and, in certain circumstances, also prohibitive follow-on costs of repair.

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Rescuing accident victims: Every minute counts

Form a corridor for emergency vehicles even though still driving at walking speed

Make way for the rescue services!

DEKRA accident experts remind highway motorists caught in a traffic jam that they are obliged to form a corridor for emergency vehicles even if the traffic has not come to a complete standstill and they are still driving at a snail's pace. "If motorists only begin to form the lane when traffic has already halted, they will have restricted space within which to maneuver and form the lane, and this frequently leads to the loss of valuable time," says Markus Egelhaaf. "When rescuing accident victims, time can mean the difference between life and death. This is why it is always essential to make way for the rescue services!"

It is also recommended to maintain somewhat more distance to the vehicle in front. This makes it easier to move to the side when traffic comes to a standstill and if large rescue vehicles, such as a fire engine, for example, have to wend their way through. Egelhaaf also warns against closing the file again as soon as the rescue vehicle has passed. "In most cases other rescue vehicles will follow - police, fire brigade or a tow truck - and a path needs to be kept clear for them, too. The emergency lane must be maintained until traffic returns to a smooth flow."

According to paragraph 11 of the Road Traffic Regulations, the formation of an emergency services lane is always obligatory when the vehicles on highways or non-urban multi-lane roads are traveling at a snail's pace or have come to a complete standstill. The lane is always to be formed between the outside left lane and the lane to its right. The vehicles on the far left must move as far as possible to the left and the vehicles to their right to the right. This also applies to three or more lane roads in one direction. If in doubt, take a look at the back of your right hand: the gap between thumb and the remaining fingers indicates the position of the emergency lane.

Violations of these rules entail hefty fines. Up to 320 euros, two points in your driving register and one month's driving ban are the possible punishments for those motorists who fail to form an emergency lane, hinder the rescue services or use an emergency lane without permission.

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Harvesting vehicles on country roads: an explosive combination

Caution, harvesting vehicles on country roads

Factor in a safety buffer

DEKRA accident experts remind motorists that especial caution is required on country roads during the harvesting months. Motorists must expect to encounter harvesting vehicles more frequently. "Slow harvesting vehicles and fast cars and motorbikes make for an explosive combination that increases the risk on already accident-prone country roads," says DEKRA accident researcher Andreas Schäuble.

A careful and proactive driving style is especially essential, particularly on visibility-impaired sections. The next bend or rise in the road can hide a tractor pulling a heavily laden trailer or an inordinately broad combine harvester. The typical risk points are intersections and T-junctions. "The poor visibility at junctions means that the motorist should always assume that an agricultural vehicle could suddenly turn onto the road."

"Factor in a greater safety buffer when driving and always be prepared to brake," says Schäuble. "The lack of crumple zones and the many protruding parts on agricultural machinery mean that a collision with such a vehicle frequently has more serious consequences than generally the case." The harvesting period will also dirty the roads more than normal. This will lengthen the braking path and increase the risk of skidding. Add to this a rain shower and such sections can quickly transform into dangerous slides.

Particular caution is required when overtaking, even if tractors and their trailers travel as slowly as they do. In order to avert risk and hinder oncoming traffic, harvesting vehicles should only be overtaken when the entire section ahead can be seen clearly and completely and that a sufficient safety distance can be maintained during the overtaking maneuver, otherwise simply wait. This also applies when the indicator lights of the harvesting vehicle are obstructed and it is unclear whether it might turn off the road at any moment.

Bordering trees, curves and rises frequently hinder visibility on country roads and the speed of oncoming traffic can easily be misjudged. In addition, the motorist must always expect oncoming traffic to appear from behind every curve and rise. "This is why I ad-

advise motorists not to take any risk and desist from overtaking if they have the slightest doubt that safety cannot be ensured throughout the entire overtaking maneuver. The expert says that it is often worthwhile simply to wait a bit behind a tractor, as the farmers are frequently only traveling short distances between their fields and farms.” In order to avoid misunderstandings, it is recommended to indicate an intention to overtake with a brief toot of the horn.

For their part, farmers should always ensure before starting a journey that the lights of their tractor and accompanying trailers are functioning, clean and visible. Likewise, it is also necessary to secure any load properly and in so doing observe the permissible payload of the harvesting vehicle. If they cannot avoid dirtying the road, they should remove it as quickly as possible, especially in rainy weather, and make other road users aware by placing a warning triangle.

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Expertise für Hydrogen Europe: DEKRA setzt auf grünen Wasserstoff

The globally operating technical services organization DEKRA is intensifying its commitment to renewable energy. DEKRA has joined the association “Hydrogen Europe” and intends to contribute its expertise as a testing, inspection and certifying company (TIC) to the sector association. The aim is to work together with other sector players to advance the safety and economical deployment of climate neutral hydrogen technologies. “Hydrogen Europe” comprises around 260 companies and 27 national associations, all committed to promoting and developing their joint areas of application for hydrogen as an energy source and fuel cell technology. DEKRA will be sitting on numerous committees within the association. The organization envisages that hydrogen as an energy source will play an important role in achieving the targets set by the Paris climate agreement.

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