



From November 2011, all new car and light commercial vehicle models receiving UN type approval for sale in the European Union must be equipped with ESC—electronic stability control—which prevents vehicles skidding or slewing.

The regulation applies to all vehicles with type approvals issued after this date and ESC will subsequently become compulsory in all new vehicles from 31 October 2014, according to Bosch, who were first to market with a series-production ESC system in 1995. Making ESC compulsory is part of a comprehensive European Commission strategy to improve road safety, and is in accord with US regulations that require all new vehicles under 4536 kg to be equipped with ESC as of September 2011. Equipping all new vehicle models with ESC as standard in Europe also paves the way for increased use of driver assistance systems based on intelligent networking between ESC and sensors that monitor vehicle surroundings, such as radars or cameras, according to Bosch.

Werner Struth, who heads the Chassis Systems Control Division at Bosch, says ESC "can prevent up to 80% of all skidding accidents. It is the most important vehicle safety system after the seat belt". By 2010, 41% of all cars and light commercial vehicles weighing less than six tonnes made worldwide were equipped with the system. About 63% of cars and commercial vehicles manufactured in Europe had ESC.