

ESP® effectiveness and net benefit studies

IIHS, 10/04 & 06/06



- All fatal accidents - 43%
- Fatal single vehicle accidents - 56%
- Single vehicle accidents - 41%

NHTSA, 2006

- All single vehicle accidents passenger cars - 34%
- SUVs - 59%
- Single vehicle rollovers passenger cars - 71%
- SUVs - 84%

NHTSA Impact Analysis, 2006

- Up to 9,600 fatalities p.a.
- Up to 252,000 injuries p.a.
- net benefit 5.6 bn – 11,4 bn \$⁴

Daimler Chrysler, 05/04



- Driving accidents - 42%

Volkswagen, 02/04

- Fatalities - 35%
- Skidding accidents - 80%

Swedish National Road

Administration, 2002/2005

- All accidents¹ - 22%
- Severe & fatal single vehicle accidents - 44%

University of Cologne, 2007

- Up to 4,000 fatalities p.a.
- Up to 100,000 injuries p.a.
- Cost/benefit 1 € : 3,5³ € – 5,8 €
- 10,0 bn–16,0 bn € net benefit

Toyota, 05/03



- Single vehicle accidents - 35%
- Severe single vehicle accidents - 50%

NASVA, 02/05

- Single vehicle accidents - 44%
- Severe accidents² - 62%

GRIPS⁶ & Meikai Univ., 04/09

- Up to 344 fatalities p.a. and 13,000 injuries p.a. could be saved in Japan
- Cost/benefit 1 ¥ : 2.26 ¥
- 119.6 bn Yen net benefit

Monash University, 10/07



- Single vehicle accidents⁵
 - Passenger cars - 25%
 - SUVs - 51%
 - All vehicle types - 28%

¹ Except rear end collisions on dry roads ² Single vehicle accidents and head-on collisions ³ excluding property damage ⁴ low end at 7 % to high end at 3 % discount rate ⁵ Except rear end collisions; All studies are based on different approaches and databases ⁶ Graduate Institute for Policy Studies, Tokyo (Japan)



Chassis Systems Control



BOSCH