



ABS is designed to stop the driver losing steering control, due to braking too hard for the conditions.

The DSA would mark down a student who activates the ABS on an emergency stop.

ABS allows you to steer during emergency braking, but may actually increase your stopping distance.

For normal driving you should delay braking until you have checked the mirrors in order to see what is behind.

In an emergency we teach that you must not delay braking by checking the mirrors first. When braking in an emergency we teach drivers to keep checking the mirrors and to look for an escape route.

Harsh braking is a sign of a poor driver. A good driver looks, plans and anticipates well ahead and meets every developing hazard in the correct position, speed and gear to avoid harsh braking.

**ABS**---Anti-lock braking system. This employs electronics to apply and release the brake pads in quick succession to help prevent the tyres locking up.

**EBD**---Electronic Brake Distribution. Acting on the rear axle only, this uses an electronic sensor to prevent the wheels locking under braking. It is linked to the ABS

**EBA**---Electronic Brake Assist. This detects the driver moving their foot quickly from accelerator to brake, and builds up pressure in anticipation of an emergency stop.

**DISC WIPE**---Conceived as a consequence of brake-by-wire technology, disc wipe detects when it is raining and softly applies the brake pads to wipe the disc dry.

**TCS**----Traction Control System. The forerunner to stability control, TCS cuts the engine revs to prevent the wheels spinning in wet conditions.

**ESP**---Electronic Stability Programme. Again employing sophisticated electronics to gauge grip, it can apply individual brakes and cut the throttle to control the slide.