

Advanced Braking Technology Limited

March 2015

Investor and Strategy Presentation
Graeme Sumner, Managing Director

- ABT is a developer, manufacturer and distributor of its patented Sealed Integrated Braking System (SIBS®)
- ABT has over 10 years experience in developing products for commercialisation in the Australian light and heavy truck and trailer markets
- ABT is in the process of expanding its light vehicle products to gain greater penetration into global markets
- Development carried out in Australia. Manufacturing and assembly in Australia from Dec 2014

ABT is listed on the ASX

ASX Code	ABV
Shares on Issue	1.476 billion
Market Cap	\$8.86m
Share Price	\$0.06

Directors of ABT

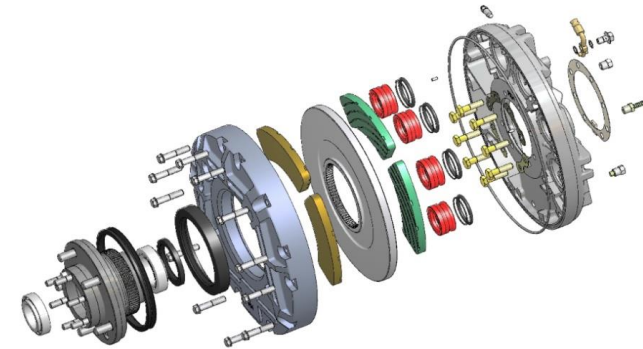
Bruce Grey	Chairman. Former MD of Advanced Manufacturing CRC Former MD Bishop Technologies
David Slack	Managing Director of Karara Capital
Adam Levine	Executive Chairman RB Flinders Chairman Rockwell Foundation
Graeme Sumner	Managing Director ABT Non Executive Director Kordia Ltd

Strategy	Results
Optimise Operating Model	<ul style="list-style-type: none">✓ Trading revenue up 64%✓ Costs down 44%✓ Supply chain simplified and improved✓ Cash position stabilised
Go Global with Existing Products	<ul style="list-style-type: none">✓ 11 International distributors added
Adapt Existing Products for New Applications	<ul style="list-style-type: none">✓ SIBS®4 released for existing range and the Ford Ranger✓ Isuzu D-Max and New Driveline Brakes scheduled for release mid 2015
Evolve New Products for New Markets	<ul style="list-style-type: none">✓ Trailer Brake trial successful✓ Wheel end only market identified as a significant opportunity

ABT's core technology is a fully enclosed, single rotor, wet brake – called SIBS®

Sealed Integrated Braking System (SIBS®)

- Enclosed brake system that incorporates fail-safe features
- Designed for retro-fit for existing vehicles, or factory fit for new vehicles
- Applications in industrial-use vehicles, predominantly trucks & mining services equipment
- Unique control system with multiple interlocks, developed and improved over the past 5 years
- Substantially reduces brake pad wear
- Able to be driven on open roads



Strategy

1. Optimise operating model
2. Go global with existing products
3. Adapt existing products for new applications
4. Evolve products for new markets



1. Optimise Operating Model

- Focus on light vehicles is resulting in improved company performance with trading revenue up 64% on H1 2013
- Substantial opportunities identified and implemented to lower costs with total expenses excluding one-time write-downs down 44% on 1H 2013
- Closure of Thailand operation completed on November 30 2014. Simplified, outsourced supply chain established with scalable capacity now available at no additional overhead cost to ABT
- Stabilised cash position established. Cash held at 31 December 2014 of \$1.94m compared with \$1.98m as at June 30 2014

2. Go Global with Existing Products

- ABT's market penetration of the addressable mining vehicle market is less than 5%. Substantial expansion opportunities exist.
- 11 international distribution partners now established in Canada, Germany, The Netherlands, Poland, South Africa, Zimbabwe, Indonesia & New Zealand
- Current sales pipeline now has > 70% overseas opportunities

3. Adapt Existing Products to New Applications

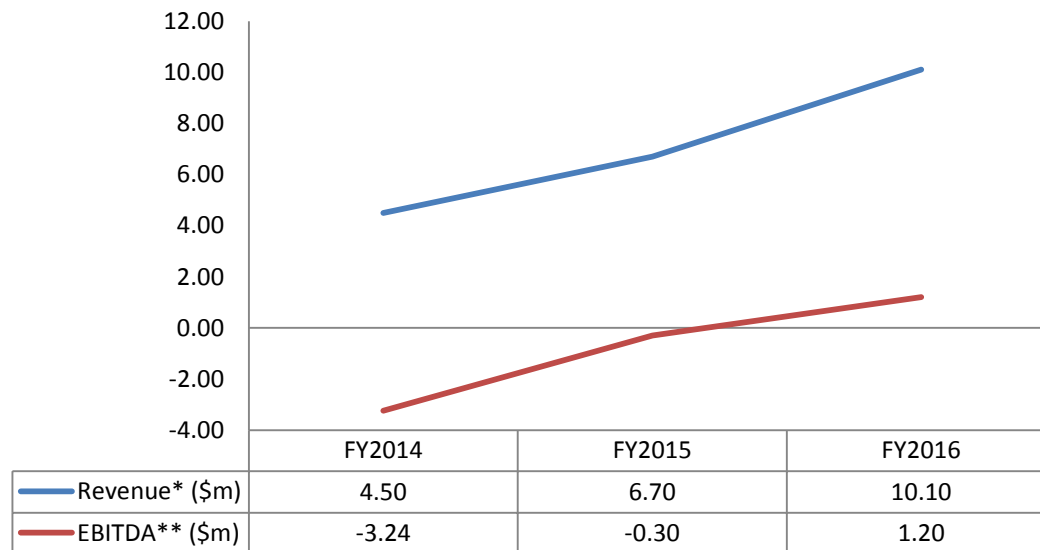
- SIBS[®]4 braking solution developed and released for the existing product range and the widely used Ford Ranger
- Light Truck (6-8 Tonne) SIBS[®]4 Driveline Brakes scheduled for release June 2015
- Isuzu D-Max Scheduled for release Q1 2015/16
- Ford Ranger and SIBS 4 product releases announced for December 2014 launch

4. Evolve Products for New Markets

- Trailer brake trial undertaken. 80,000km completed without any service requirements. Commercialisation options being explored
- Options for a Bus adaptation being explored
- Waste Truck options remain on hold but technology remains adaptable to other heavy truck models

Earnings guidance maintained: EBITDA Positive by December 2015

Earning Outlook (FY14 – FY16)



*Revenue in 2014 excluding non recurring R&D rebates

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