



Advanced Braking Technology Ltd

ACN 099 107 623

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27th October 2011

AUSTRALIAN STOCK EXCHANGE LIMITED

Electronic Lodgement

PRESENTATIONS TO BE DELIVERED AT THE 2011 AGM

Appended are copies of the Chairman's Address and the CEO's and CFO's presentations to be delivered to Shareholders at the Company's 2011 Annual General Meeting to be held at 10.30am today.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Clare Madelin', with a small mark to the right.

Clare Madelin
Company Secretary



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27 October 2011

Chairman address to the 2011 Annual General Meeting

- ❖ Good morning
- ❖ My name is David Humann and I am the Chairman of this meeting and of your board of Directors.
- ❖ I should like to welcome all of you to our 2011 Annual General Meeting of Shareholders. I encourage you to participate in the meeting during the times allocated for questions.
- ❖ I will now introduce my colleagues on the board.
- ❖ On my right Mr Ken Johnsen – Our Chief Executive Officer and Managing Director. Mr David Slack, a major investor in the company and Professor Malcolm Richmond , who has a wide ranging experience in engineering and business management.
- ❖ Our board has been very active during this year and oversees the good governance of your company in an efficient and effective manner.
- ❖ We have amongst us a wide range of skills and experience which enables the board to fully understand our business and to be active in advising management on the opportunities available for our success and on the human and financial resources required to execute our strategy and to achieve our strategic goals.
- ❖ I should also like to introduce to you Ms Clare Madelin, our Chief Financial Officer and Company Secretary.
- ❖ Our independent auditors, Moore Stephens, are represented here today by Mr Suan Lee Tan, a partner in that firm.
- ❖ Should you have any questions concerning the audit, please address these to me and I will ask Suan to respond.
- ❖ I encourage you to stay on after the formalities on the meeting are completed. This is a once in a year opportunity to meet our key executives and staff and an opportunity to visit the workshop and warehouse.

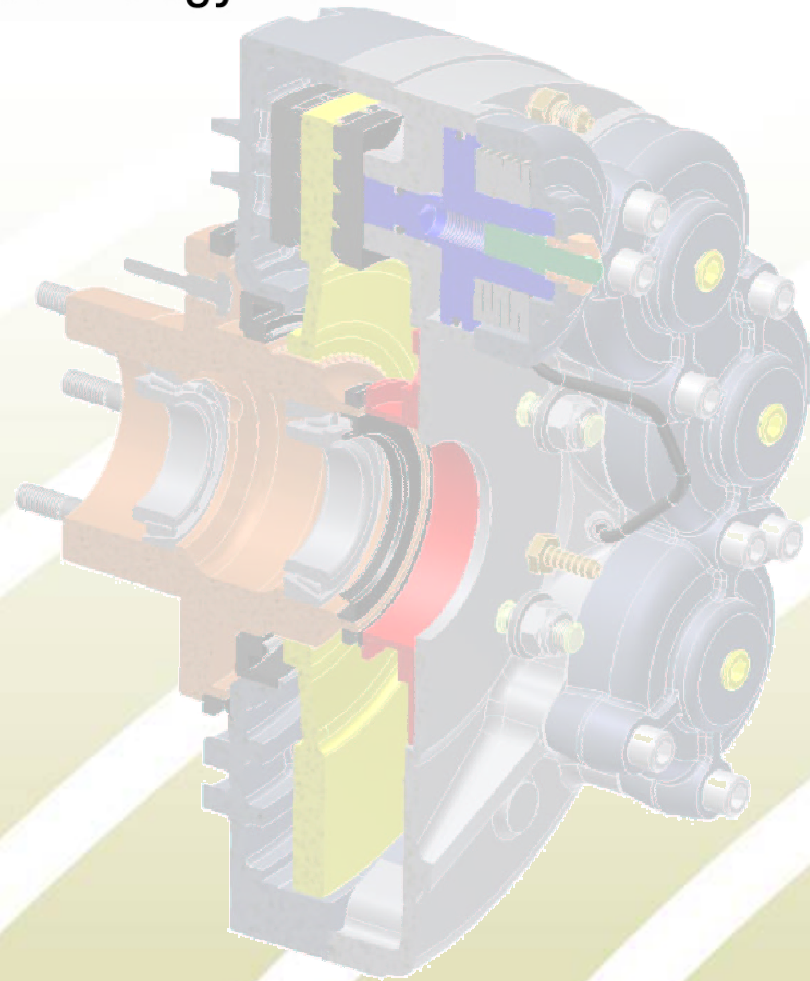
- ❖ As I said in my chairman's letter, which is included in the 2011 Annual Report you will have received, the Company had made great progress during the year under review, and we were pleased to announce our first year of profit, which indicates that we have established a sound and sustainable business. A key statistic is that our total sales revenue in 2011 increased by 49% over 2010. We continue to maintain a strong balance sheet with no significant interest bearing debt.
- ❖ This progress has continued in the first quarter to September in all our functions; financial, customer service and satisfaction, new product development and new market identification and development, in manufacturing efficiency, in continuous improvement in our product design and quality and in our excellent safety record.
- ❖ Our customers include many of the largest mining companies operating in Australia and overseas. In general there is a move towards making fail to safe brakes required standard equipment for their light vehicles and, increasingly, for heavier vehicles such as concrete trucks.
- ❖ Our development of the new garbage truck brake is progressing well. We have installed suitable design and testing resources in house and in the field. Ken Johnsen will give a more detailed presentation on the new garbage truck brake and on all our products and an overview of the business and its progress to date, after I have completed my statement.
- ❖ It seems confidence in the mining and oil and gas industries continues and that many very large projects are now being approved for design and construction. This growth directly expands the market for our SIBS products.
- ❖ Our trading partners in Asia, and particular in China, are continuing their fast growth trajectory. This is good for our business and the Australian Economy. We continue to apply our thoughts and resources to developing new markets in new countries, and new products, such as the new garbage truck brake, to ensure our future.
- ❖ We are looking at developing new applications and derivatives of our brakes for surface based mining vehicles, road vehicles and frequently stopping vehicles.
- ❖ We look forward to the future with excitement.
- ❖ My thanks go to all our people at ABT. Everyone has worked persistently, energetically and effectively to bring the company to the stage where it can be confident of a rewarding long term future, based on excellent products and sound finances.

David Humann
Chairman



Advanced Braking Technology Ltd

**Annual General Meeting
27th October 2011**



Agenda

- Chairman's Address
- Formal Business
- CEO's Report
- CFO's Report
- Questions and Answers

Chairman's Address

Mr David Humann
Chairman
Advanced Braking Technology Ltd

FORMAL BUSINESS

Proxies

<i>Resolution</i>		<i>For</i>	<i>Discretion- ary</i>	<i>Abstain</i>	<i>Against</i>	<i>Total</i>
1	To adopt the Remuneration report	25,458,015	120,000	153,261,206	895,000	179,734,221
2	Re-election of Mr D Slack as a director	40,436,338	120,000	138,832,883	345,000	179,734,221
3	Approval of agreement to pay Mr David Humann's Director's fees with fully paid ordinary shares in the Company	157,623,638	120,000	13,378,323	8,612,260	179,734,221
4	Approval of agreement to pay Professor Malcolm Richmond's Director's fees with fully paid ordinary shares in the Company	171,001,961	120,000	0	8,612,260	179,734,221
5	Approval of agreement to pay Mr David Slack's Director's fees with fully paid ordinary shares in the Company	32,169,078	120,000	138,832,883	8,612,260	179,734,221

CEO's Report

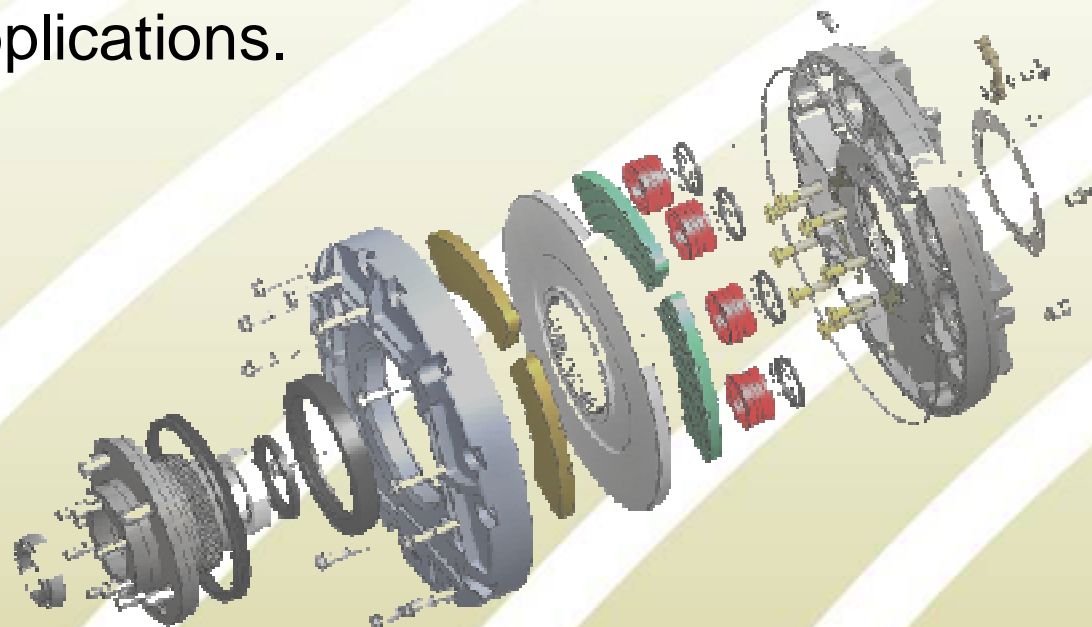
Ken Johnsen

Your Company

ABT is in the business of developing, manufacturing and commercialising an innovative enclosed “wet” braking system – the Sealed Integrated Braking System (SIBS) for both off-road (mining) applications and on-road (frequently stopping vehicles) applications.



SIBS[®]



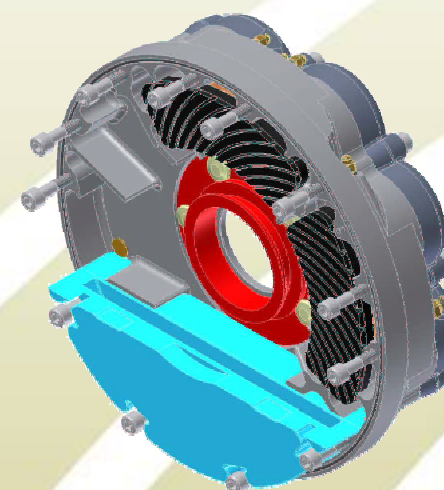
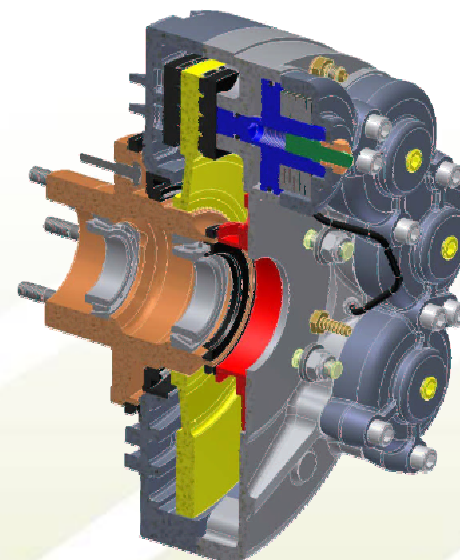
FY2011 Highlights

- July 2010 – Pre-production contract for garbage truck brake development signed
- September 2010 – Launch of SIBS II Landcruiser brake
- October 2010 – Successful capital raising
- October 2010 – 96 set order from Xstrata Zinc
- December 2010 – Maiden half year profit
- April 2011 – Awarded \$2 million Commercialisation Australia Grant for 2 year project to commercialise the garbage truck brake
- June 2011 – Renegotiation of garbage truck royalty
- June 2011 – Maiden full year profit

The SIBS Brake System

➤ Sealed Integrated Brake System (SIBS):

- Brake rotor and pads enclosed in a sealed housing.
- Braking elements operate in a fluid that dissipates the heat generated by braking.
- Very low wear rates due to reduced heat at braking interface.
- Floating rotor delivers balanced brake pad force and uniform pad wear.
- Proven reliability over a decade in harsh mining conditions.



Mine Site Safety



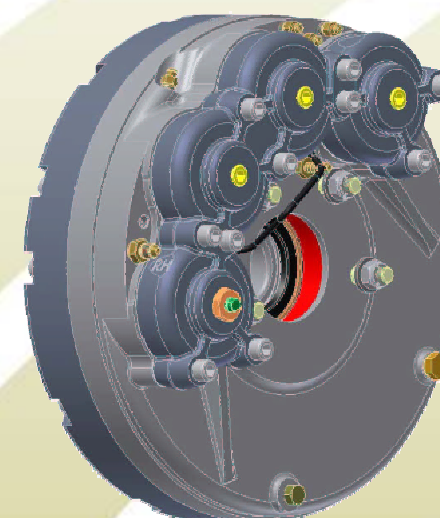
DELIVERS THE FOUR LEVELS OF
SAFETY REQUIRED

- 1 Automatic fail safe spring applied hydraulic release brake.
- 2 Operator applied emergency brake
- 3 Integrated park brake to ensure full automatic brake application through selected interlocks
- 4 Sealed service brake free from the influence of external contaminants

**THE SAFER
BRAKING SYSTEM**

The Mining Business

- The “brake system of choice” on major Australian mines
- Penetration doubled in FY2011 to an estimated 20% market share
- Xstrata Zinc 96 set order boosted first half result
- 19% export sales on the back of strong Australian sales



SIBS II

New Product Features - Landcruiser

- Improved servicing
 - Replaceable wheel end
 - External wear indicator
- Upgraded Specification
 - Higher grade fluid handling hoses and fittings
- Improved operator interface
 - Audible and visual indicators of brake status

Mining Business

	FY11 \$000's	FY10 \$000's	% Change
Brake Sets	\$4,041	\$2,106	96%
Spare Parts	\$2,084	\$1,656	26%
Other	\$177	\$220	-20%
Total Sales	\$6,303	\$3,983	58%
Contribution	\$1,819	\$439	314%

Mining provides significant contribution to overall business

Site Requirement at George Fisher



Date: 17/05/2011

To whom it may concern

Xstrata Zinc George Fisher Mine is continually focussed on achieving an injury free, safe work environment for all employees and contractors. In this continuous effort to improve safety all light vehicles used in the underground environment at George Fisher Mine MUST be fitted with the following safety system which will be enforced from 01/09/2011 -:

"Advanced Braking Technology's (ABT)– Light Vehicle SIBS II, Fail Safe Wheel End Wet Braking System" (or similar).

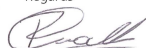
Light Vehicles used for surface operations only will NOT need to have this system fitted.

To ensure this change causes no delay to the operation, it will be necessary for all vehicles to have this system fitted in time to allow a George Fisher mine vehicle inspection and compliance assessment to be completed prior to the 01/09/2011. The required assessments can be arranged by contacting the Light Vehicle Workshop at George Fisher Mine on #4744 6313.

After the 01/09/2011, any light vehicle not fitted with the above fail safe braking system will be denied underground access to George Fisher Mine.

All other non fit for purpose vehicles (on highway use) travelling underground at George Fisher Mine will be required to have a similar fail safe system fitted in line with the manufacturers recommendations by 01/01/2012 and will be assessed as above.

Regards



Robert Walker
Act Mine Manager
Xstrata George Fisher Mine

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17th May 2011

.... All light vehicles used in the underground environment **MUST** be fitted with the following safety system which will be enforced from 1/9/2011-:

"Advanced Braking Technology's (ABT) – Light Vehicle SIBS II Fail Safe Wheel End Wet Braking System" (or similar)

Mining Applications

- Light Vehicle Wheel End Brakes



- Light Truck Wheel End Brakes



- Heavy Vehicle Driveline Brakes



Mining Customers





Mining Business

Growth opportunities

- Existing business primarily underground
- Good penetration into BHP, Xstrata, Rio & contractors
 - Opportunities with Barrick, Anglo, Newcrest, Newmont
 - Focus is on larger operators
- Penetration growing in open cut mines
 - Coal - Bowen Basin and Hunter Valley
 - Iron ore - Pilbara
- Export
 - Growth in Africa, Asia and other markets

**THE SAFER
BRAKING SYSTEM**

SIBS Garbage Truck Brake

- Based on proven SIBS mining brake design
- Offers:
 - Dramatic reductions in operating costs
 - Eliminates particle and noise pollution
 - Improves vehicle braking safety
 - Retrofit system for existing fleets
 - Applicable to most vehicles in global fleet



Project Overview

- Commenced March 2008
- Designed as a \$4 million 4 year project
- \$2 million expenditure achieved “proof of concept” March 2010
- July 2010 Production Validation program commenced
- April 2011 \$2 million Commonwealth funding to assist commercialisation - project expanded to include ABS and market launch activity

Value Proposition

- Estimated 2.5 year payback on upfront cost of SIBS
- \$8k to \$10k annual savings on brake service costs
- Major service interval extended from 3 months to at least 12 to 24 months
- Target incremental cost \$25,000 per truck
- Pre-assembled brakes will be supplied and will be viable service exchange units
- Safer and more reliable brake system
- No brake squeal
- No dust emissions

Current Status

- Production Validation (“PV”) underway to confirm readiness for production and overall reliability
- Involves fleet testing 10 vehicles in real world conditions over 1,500 hrs each
- Includes bench and other testing
- Qualification of production suppliers and processes
- Project team recently expanded

Fleet Trial Hardware Manufacture



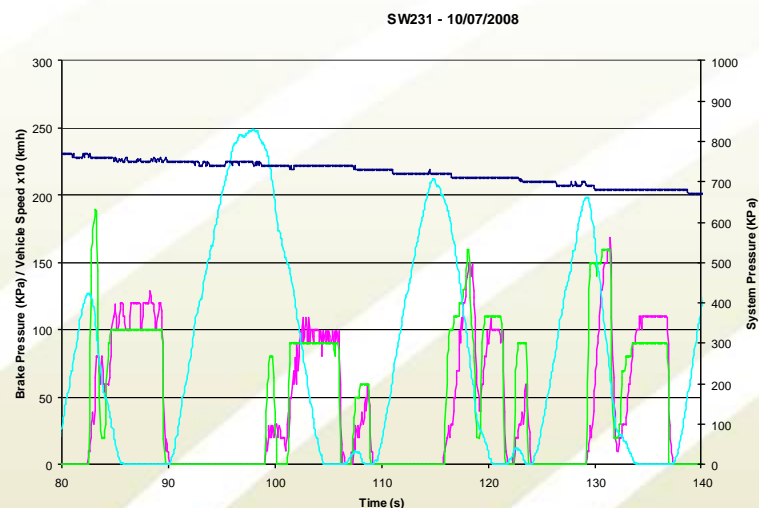
TEST ACTIVITY



Accelerated Wear Testing



ABS Baseline Testing



Data Collection



Road Testing



Upgraded Cooling System

Planned Launch Strategy

- Targeting retro-fit then new truck sales
- Commonwealth funding supporting launch
- Planning for initial launch of 50 non – ABS trucks for retro-fit applications
- Followed by 50 ABS trucks for “factory fit” applications
- Currently targeting a production decision Q4 FY12
- Production decision will be based on PV test results

Royalty Re-negotiation

(Brake Developments Pty Ltd)

- March 2008 contract based on 10% royalty for \$4 million of funding
- March 2008 – March 2010 \$2 million provided to achieve proof of concept sign off.
- July 2010 – December 2010 \$0.5 million provided for initiation of PV Activity
- April 2011 – Commercialisation Australia funding of \$2 million to expand program to include ABS and support market launch
- June 2011 – Contract variation reduces royalty obligation by ABT to 6.25% recognising reduced funding contribution
- ABT fully acknowledges Brake Developments' early contribution to enable this project and recognises it as key stakeholder in the project.

Current Priorities

➤ SALES

- Continue sales momentum in mining
- Focus on large fleet operators
- Expand service agent network
- Grow export sales
- Prepare for garbage truck production

➤ Development

- Expand SIBS II features to all mining product
- Achieve Production “sign off” for Garbage Truck brake
- Explore cost saving (margin improving) enhancements
- Expand product range

Conclusion

- Maiden profit demonstrates turning point in the evolution of the Company.
- Growth in mining sales last year which is continuing this year is underpinning the viability of the Company and supporting the development activity.
- The Company's business model has been validated and will form the basis of the growth into the on-road sector.
- The potential of the garbage truck brake remains strong and all efforts are being directed to achieving production sign off.

CFO's Report Clare Madelin

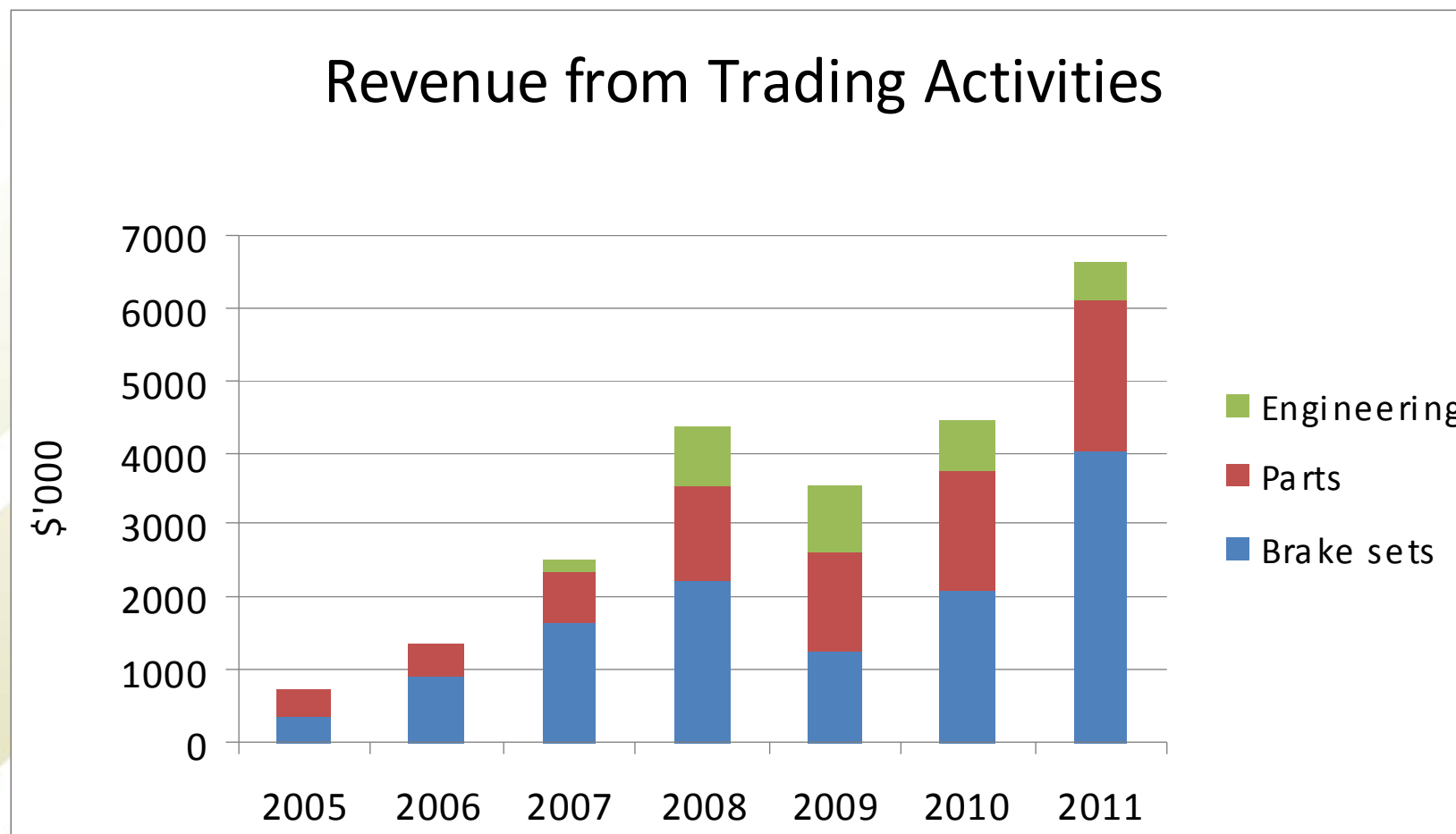
Profit and Loss

	2011 \$'000	2010 \$'000	% Increase
Revenue			
Revenue from trading activities	6,631	4,452	49%
Revenue from other activities	607	227	
Total revenue	7,238	4,679	55%
 Cost of sale	 (2,179)	 (1,250)	
Adjustment to prior period cost of sales	141	-	
Other expenses	(5,540)	(4,990)	11%
Overheads capitalised as Pre-production Activities	583	-	
Total Expenses	(6,995)	(6,240)	12%
 Profit/ (loss) before tax	 243	 (1,561)	
Income tax benefit (R&D tax rebate)	307	295	
Profit / (loss) from continuing activities after tax	550	(1,266)	

Balance Sheet

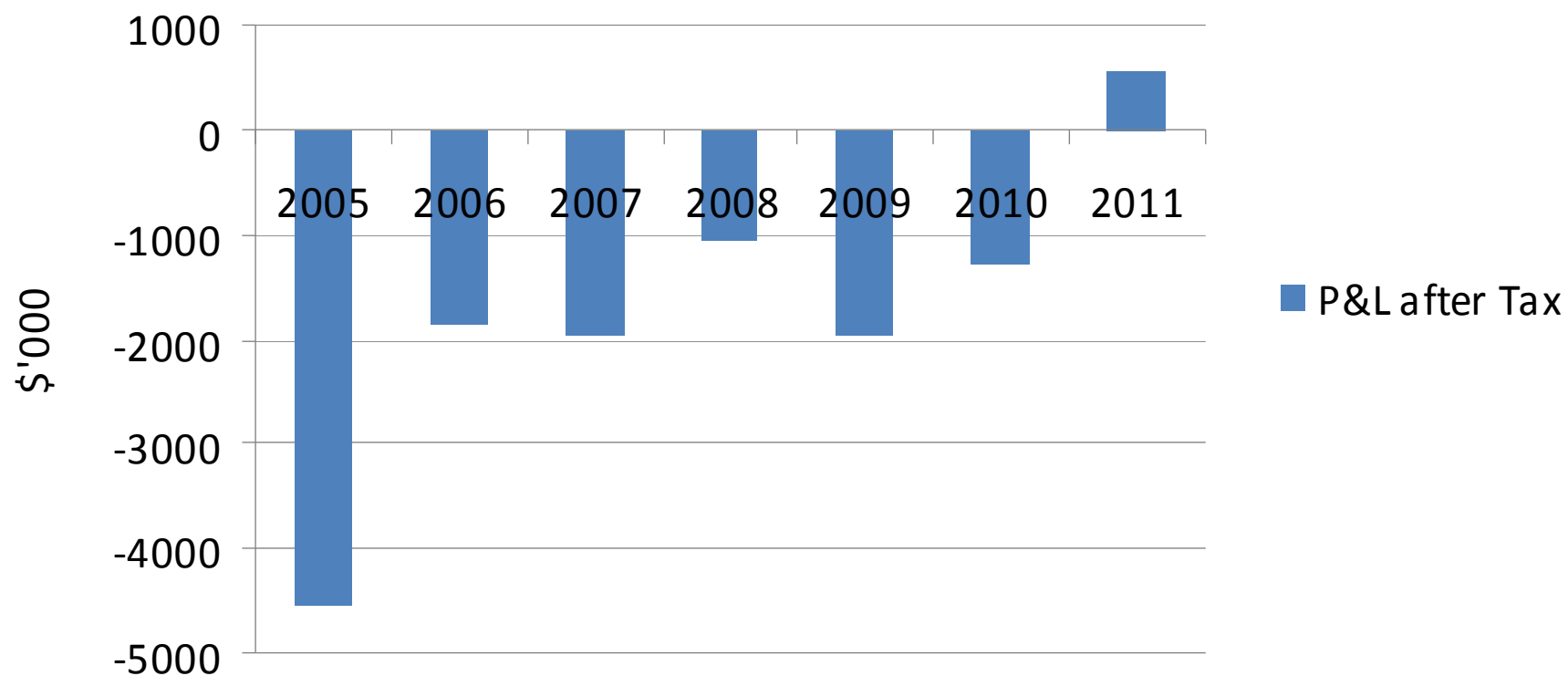
	2011 \$'000	2010 \$'000
CURRENT ASSETS		
Cash and Cash equivalents	2,737	510
Trade and other Receivables	1,194	697
Inventories	1,773	1,338
Other current assets	56	47
Total current assets	5,760	2,592
NON-CURRENT ASSETS		
Trade and other Receivables	30	34
Property, plant and equipment	734	504
Intangibles	2,572	2,189
Total non-current assets	3,336	2,727
TOTAL ASSETS	9,096	5,319
CURRENT LIABILITIES		
Trade and other Payables	985	738
Interest bearing liabilities	102	143
Provisions	179	98
Total current liabilities	1,266	979
NON-CURRENT LIABILITIES		
Interest-bearing liabilities	133	211
Total non-current liabilities	133	211
TOTAL LIABILITIES	1,399	1,190
NET ASSETS/(LIABILITIES)	7,697	4,129
EQUITY		
Issued Capital	43,115	40,150
Foreign Currency & Other Reserves	456	403
Accumulated losses	(35,874)	(36,424)
TOTAL EQUITY	7,697	4,129

Company Financial Performance



Company Financial Performance

Profit or Loss after Tax - History



FY2012 Q1 Snapshot

- Mining sales in 1st quarter running 46% ahead of Q1FY2011
- Cash position
 - \$2.221 million as at Sept 30, 2011 [June 30 - \$2.737 m]
 - Net operating cash outflow (\$260k)
 - Net investing cash outflow (\$302k), includes;
 - \$228k – capitalised pre-production activity
 - \$74k – physical non current assets
 - Net financing cash inflow \$45k

Conclusion

- First year of profit
- Significant improvement in sales
- Increasing product diversification
- Strong balance sheet
- Virtually no debt
- Solid base to expand sales and services

Questions



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