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BENEFITS FOR DRIVERS AND AUSTRALIAN INDUSTRY WITH NEW CAMRY BRAKES

Improved performance, better pedal feel, longer pad life and reduced stopping distances are the key benefits of the new brake system developed by PBR International Limited for the new Toyota Camry.

The system, production of which began at PBR's East Bentleigh plant on August 16, has been the subject of the most extensive brake development program conducted by Toyota Australia over the last two decades.

The Vice President Global Engineering/Sales and Marketing, Mike McKinstry, said the company was delighted to be supplying Toyota with the new brake system.

"This is an important project for both companies and the success of the new model will have significant benefits for us and the Australian automotive systems and components industry generally."

The brake system is being manufactured in PBR's newly commissioned production facility that was designed and installed specifically for the new Camry.

The PBR brake system will initially be fitted to vehicles destined for the Australian and New Zealand markets. However it is anticipated that the PBR system will eventually find its way onto vehicles for Toyota Australia's other export markets.

The world renowned, single-shoe Banksia park brake, also manufactured at PBR's advanced East Bentleigh facility, forms part of the Camry brake 'package'. PBR produces more than 6 million Banksia park brakes annually, which are more efficient than conventional park brakes, and this is the first time it has been installed on a Toyota vehicle anywhere in the world.

The new Camry brake system also incorporates the introduction of PBR's lightweight aluminium brake technology on the rear caliper.

In line with Toyota's need to reduce lead-time for its new models, development of the Camry's brakes began just two years ago when engineering teams from both companies firmed the specification before prototype components were manufactured.

NEWS



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Increased performance over the previous Japan sourced Camry system was the target, especially given the sportier character of the new model. Higher standards were also set to minimise noise vibration and harshness (NVH).

PBR's Vice President Product Engineering Mr Stefan Anger said that the PBR product team had been successful in developing a system that will deliver increased driver satisfaction over the last Camry model.

"New Camry owners will appreciate the improved pedal feel, the reduction in pad changeovers and the improved stopping distance," Mr Anger said.

"Effectively this brake system 'lifts the bar' for Camry brake performance in Australia."

Mr Anger said the system was developed and tested in Australia for conditions, which contain greater operational variety than any other developed automotive market.

"Whether it's wet and muddy, dry and dusty, cold and sloshy, harsh and rocky or just normal bitumen, we have it here, and all these conditions were included in the Camry's development and testing program.

"As a result the Camry offers the Australian public a standard of braking performance and safety that is without compromise."

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PBR CAMRY BRAKE SYSTEM SPECIFICATIONS

Rear Caliper

- Ø45mm single bore aluminium housing - for weight reduction
- Non asbestos organic friction material (Bendix Mintex) – for longer life and lower DTV (Disc Thickness Variation)
- Bracket plated in zinc silver finish – for corrosion resistance

Rear Disc Rotor

- Ø286 x 10mm
- Cast iron solid type – higher grade of cast iron improves thermal capabilities
- Coating on non friction surfaces with Kalgard paint – highest corrosion protection of any rotor coating in the Australian market

Front Caliper

- Ø60mm single bore cast iron housing – for increased stiffness
- Non asbestos organic friction material (Bendix Mintex) – for longer life and lower DTV (Disc Thickness Variation)
- Body and bracket plated in zinc silver finish– for corrosion resistance

Front Disc Rotor

- Ø275 x 28mm
- Cast iron vented type– higher grade of cast iron improves thermal capabilities
- Coating on no friction surfaces with Kalgard paint– highest corrosion protection of any rotor coating in the Australian market

Banksia Park Brake

- Spider type back-plate – for weight reduction
- Full wrap around dirt shield (303 mm diameter) – provides maximum protection from dust and dirt
- 190 mm shoe size – increased size extends life and performance. More resistant to fade