



Brake Boost - TRW's Modular Multi-Piston Pump Electronic Stability Control Solves Low Vacuum Challenge

LIVONIA, Mich., June 24, 2008 /PRNewswire-FirstCall via COMTEX News Network/ -- Kelsey-Hayes Company, a subsidiary of TRW Automotive Holdings Corp. (NYSE: TRW), has developed a modular multi-piston pump electronic stability control (ESC) system with enhanced performance to rapidly build brake pressure independent of vacuum boost from the engine.

(Photo: <http://www.newscom.com/cgi-bin/prnh/20080624/CLTU116>)

(Logo: <http://www.newscom.com/cgi-bin/prnh/20010824/TRWLOGO>)

Traditional brake systems rely on a vacuum booster that is assisted by vacuum from the internal combustion engine. But with the rapid growth of direct injection engine technologies, engine vacuum levels are trending lower.

"In situations where brake pressure may need to be generated and applied rapidly, an enhanced brake system solution would be beneficial in vehicles powered by low vacuum powertrains," said Josef Pickenhahn, vice president, brake engineering for TRW. "Adding a separate mechanical vacuum pump or an electric driven vacuum pump and control unit can be costly and difficult to package, may increase the chance of noise vibration and harshness and require more energy to power the brake system leading to reduced fuel economy."

The TRW solution is a modular multi-piston pump based stability control system featuring a six-piston pump configuration. The system delivers a high pressure build rate and is virtually seamless in terms of noise and pedal feedback. It allows for rapid braking in cold start, low-temperature and high-altitude scenarios, and is an ideal solution for advanced systems such as Automatic Emergency Braking when full stopping force is applied independent of the driver.

"TRW's modular multi-piston pump technology adds only a relatively small incremental cost over standard ESC and readies the vehicle for the sophisticated integration of driver assist and brake systems in the future. It is an ideal solution for direct injection gas engines but also works well within traditional gas engine powertrain architectures for premium vehicles," Pickenhahn concluded.

About TRW

With 2007 sales of \$14.7 billion, TRW Automotive ranks among the world's leading automotive suppliers. Headquartered in Livonia, Michigan, USA, the Company, through its subsidiaries, operates in 27 countries and employs more than 66,000 people worldwide. TRW Automotive products include integrated vehicle control and driver assist systems, braking systems, steering systems, suspension systems, occupant safety systems (seat belts and airbags), electronics, engine components, fastening systems and aftermarket replacement parts and services. All references to "TRW Automotive", "TRW" or the "Company" in this press release refer to TRW Automotive Holdings Corp. and its subsidiaries, unless otherwise indicated. TRW Automotive news is available on the internet at <http://www.trw.com/>.

Forward-Looking Statements

This release contains statements that are not statements of historical fact, but instead are forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995. We caution readers not to place undue reliance on these statements, which speak only as of the date hereof. All forward-looking statements are subject to numerous assumptions, risks and uncertainties which can cause our actual results to differ materially from those suggested by the forward-looking statements, including those set forth in our Report on Form 10-K for the fiscal year ended December 31, 2007 (our "Form 10-K") and in our Report on Form 10-Q for the quarter ended March 28, 2008, such as: loss of market share by domestic North American vehicle manufacturers and resulting production cuts and restructuring initiatives, including bankruptcy actions, of our suppliers and customers; escalating pricing pressures from our customers; commodity inflationary pressures adversely affecting our profitability and supply base, including any resulting inability of our suppliers to perform as we expect; our dependence on our largest customers; product liability, warranty and recall claims and efforts by customers to alter terms and conditions concerning warranty and recall participation; foreign currency exchange rate fluctuations; work stoppages or other labor issues at our facilities or at the facilities of our customers or suppliers; our substantial debt and resulting vulnerability to an economic or industry downturn and to rising interest rates; cyclical nature of automotive production and sales; risks associated with non-U.S. operations, including foreign exchange risks and economic uncertainty in some regions; adverse effects of environmental and safety regulations; assertions by or against us relating to intellectual property rights; the possibility that our largest shareholder's interests will conflict with ours; and other risks and uncertainties set forth in our Form 10-K and in our

other filings with the Securities and Exchange Commission. We do not undertake any obligation to release publicly any revision to any of these forward-looking statements.

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