



## **BorgWarner Secures Business Win for its First Mass-market eTurbo™ Application**

- *Start of eTurbo™ mass production slated for 2022 with major OEM*
- *Technology enables meeting tighter emission regulations*
- *More than 200 percent transient boost improvement and a 50 percent reduction in time-to-torque virtually eliminates turbo lag and results in exceptional low-end torque*

Auburn Hills, Michigan, January 23, 2020 – BorgWarner has secured a contract with a major European OEM to supply its high performing eTurbo™ on a passenger vehicle. This business award marks the company's first serial production contract for the eTurbo, with production slated to begin in 2022. With the eTurbo's key performance and energy-usage benefits, BorgWarner is boosting vehicle performance while aiding vehicle manufacturers in meeting more stringent future global emissions regulations, and improving fuel efficiency.

"BorgWarner's eTurbo is a powerful and efficient solution, capable of delivering crucial benefits for our customers, including improved performance, better fuel economy, reduced emissions and more efficient energy usage," said Joe Fadool, President and General Manager BorgWarner Emissions, Thermal and Turbo Systems. "We believe this is the largest industry award to date for this type of technology and is an important milestone for our company."

The eTurbo is comprised of a mechanical turbocharger with an electric motor directly coupled to the shaft which can serve as either a motor or a generator. The integrated solution delivers the traditional benefits of a standard turbocharger with the added advantage of electrified boost assistance for superior response. Additional benefits include the ability to capture excess turbine energy to generate electrical power and reduced emissions through aftertreatment management and precise air/fuel ratio control.

The eTurbo delivers a more than 200 percent improvement in transient boost response along with steady state torque improvement. This enables further engine downsizing, resulting in

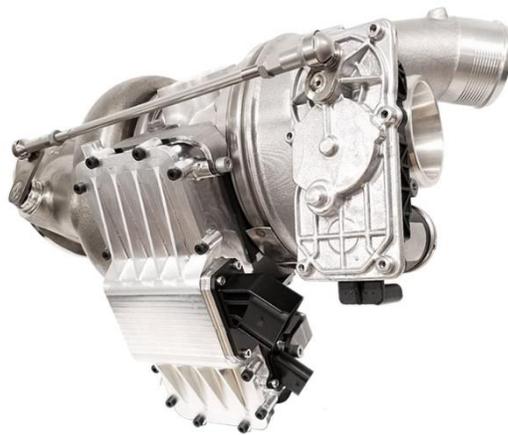
better fuel economy and reduced emissions with no loss of performance and is especially suited for Miller Cycle engine concepts.

Beyond the vehicle performance aspects, the eTurbo can harvest excess exhaust energy and directly convert it to electrical energy to be used for accessory power or charging the battery, thus even allowing for reduction of battery size. The eTurbo also can help drive on-demand exhaust gas recirculation by increasing engine backpressure to reduce emissions. The electrical function can be turned off to return it to the traditional turbocharger function.

While BorgWarner's eTurbo is launching on a passenger vehicle, BorgWarner anticipates opportunities for future adoption in the commercial vehicle sector as well. The company has a range of eTurbo offerings, including full-performance 48-volt and high voltage compliant architectures. Additionally, customers have the choice of integrated or semi-integrated power electronics.

## **About BorgWarner**

BorgWarner Inc. (NYSE: BWA) is a global product leader in clean and efficient technology solutions for combustion, hybrid and electric vehicles. With manufacturing and technical facilities in 67 locations in 19 countries, the company employs approximately 30,000 worldwide. For more information, please visit [borgwarner.com](http://borgwarner.com).



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### Application

production, both of which are highly cyclical; our reliance on major OEM customers; commodities availability and pricing; supply disruptions; fluctuations in interest rates and foreign currency exchange rates; availability of credit; our dependence on key management; our dependence on information systems; the uncertainty of the global economic environment; the outcome of existing or any future legal proceedings, including litigation with respect to various claims; future changes in laws and regulations, including, by way of example, tariffs, in the countries in which we operate; and other risks noted in reports that we file with the Securities and Exchange Commission, including Item 1A, "Risk Factors" in our most recently filed Annual Report on Form 10-K. We do not undertake any obligation to update or announce publicly any updates to or revisions to any of the forward-looking statements in this presentation to reflect any change in our expectations or any change in events, conditions, circumstances, or assumptions underlying the statements.

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