



## **BorgWarner Secures Substantial P3 Drive Module Win**

- *Technology demonstrates BorgWarner's extensive systems integration capabilities*
- *Unique, compact system enables hybridization and CO<sub>2</sub> reduction*
- *SOP slated for Q3 2023 across multiple platforms*

Auburn Hills, Michigan, October 14, 2021 – BorgWarner's fully integrated P3 hybrid drive module will soon be powering a variety of front-wheel and AWD SUVs for a major European performance based OEM. The unique, power-packed P3 solution enables significant fuel economy gains, CO<sub>2</sub> reduction and was entirely custom-designed inhouse by BorgWarner, featuring a motor, power electronics, gears and water cooling, all integrated within one unit.

"Ensuring that integrated electrification systems like our P3 module seamlessly and efficiently control everything from the incoming power of the battery to output torque that's driving the car forward is no easy feat," said Dr. Stefan Demmerle, President and General Manager, BorgWarner PowerDrive Systems. "BorgWarner's latest drive module is a premier example of our team's comprehensive understanding of the processes, system engineering, software and integration expertise needed for high-performing hybrid applications."

Among the key features of BorgWarner's latest drive module is the permanent magnet motor and complementary inverter that BorgWarner built from the ground up for this application. The electric motor features BorgWarner's patented and proven S-wind wire forming process for electric motors and alternators, and the system is capable of peak power up to 25 kW and enables a substantial reduction in CO<sub>2</sub> emissions. The P3 module also encompasses disconnect and energy regeneration capabilities.

BorgWarner also developed the hybrid drive module's complex and advanced software controls inhouse to meet complex system integration requirements and standards. Additionally, the company fully optimized the unit with enhanced thermal characteristics and packaging, with reduced noise, vibration and harshness.

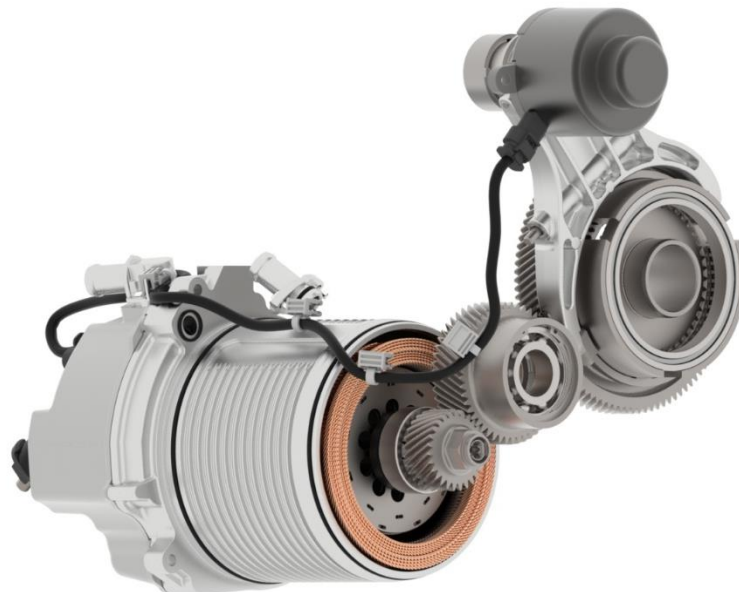
“We needed to reach very high performance levels within very limited space to meet customer requirements, and the final result is a highly power-dense, fully integrated system solution,” said Demmerle. “The advancements we made throughout the process will truly lay the groundwork for future integrated system solutions.”

The compact and lightweight solution will help power a range of vehicles, with anticipated SOP for the P3 drive module in August 2023.

In addition to P3 drive modules, BorgWarner offers an expansive product lineup to meet the needs of all potential hybrid and electric drive architectures, supporting its leading position delivering innovative and sustainable mobility solutions for the vehicle market.

### **About BorgWarner**

BorgWarner Inc. (NYSE: BWA) is a global product leader in delivering innovative and sustainable mobility solutions for the vehicle market. Building on its original equipment expertise, BorgWarner also brings market leading product and service solutions to the global aftermarket. With manufacturing and technical facilities in 96 locations in 23 countries, the company employs approximately 50,000 people worldwide. For more information, please visit [borgwarner.com](http://borgwarner.com).



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You should not place undue reliance on these forward-looking statements, which speak only as of the date of this press release. Forward-looking statements are subject to risks and uncertainties, many of which are difficult to predict and generally beyond our control, that could cause actual results to differ materially from those expressed, projected or implied in or by the forward-looking statements. These risks and uncertainties, among others, include: the difficulty in forecasting demand for electric vehicles and our EV revenue growth to 2030; the ability to identify targets and consummate acquisitions on acceptable terms; failure to realize the expected benefits of acquisitions; the ability to identify appropriate combustion portfolio businesses for disposition and consummate planned dispositions on acceptable terms; competitive challenges from existing and new competitors including OEM customers; the challenges associated with rapidly-changing technologies, particularly as relates to electric vehicles, and our ability to innovate in response; uncertainties regarding the extent and duration of impacts of matters associated with the COVID-19/coronavirus pandemic, including additional production disruptions; the failure to realize the expected benefits of the acquisition of Delphi Technologies PLC that the Company completed on October 1, 2020; the failure to realize the expected benefits of the acquisition of AKASOL AG that the Company completed on June 4, 2021 or a delay in the ability to realize those benefits; the failure to successfully execute on a timely basis our taking private strategy with respect to AKASOL; the failure to promptly and effectively integrate acquired businesses; the potential for unknown or inestimable liabilities relating to acquired businesses; our dependence on automotive and truck production, both of which are highly cyclical and subject to disruptions; our reliance on major OEM customers; commodities availability and pricing; supply disruptions impacting the Company or the Company's customers, such as the current shortage of semi-conductors that has impacted OEM customers and the Company; 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; impacts from any potential future acquisition or divestiture transactions; and the other risks, including, by way of example, pandemics and quarantines, 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

and/or Quarterly Report on Form 10-Q. 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 press release to reflect any change in our expectations or any change in events, conditions, circumstances, or assumptions underlying the statements.

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