

BorgWarner décroche un nouveau projet de double onduleur avec un grand constructeur automobile chinois

- *BorgWarner poursuit sa collaboration stratégique avec ce constructeur dans le secteur des véhicules à énergies nouvelles (NEV)*
- *Le double onduleur fourni par BorgWarner se distingue par une conception structurelle hautement intégrée*

Auburn Hills, Michigan, 31 juillet 2025 – BorgWarner a remporté un nouveau contrat pour fournir des doubles onduleurs à un important constructeur automobile chinois pour ses véhicules hybrides. Ce projet prolonge la collaboration entamée en 2021 autour de cette technologie. La production en série devrait débuter d'ici la fin de l'année 2025.

« Nous sommes ravis d'avoir à nouveau été choisis pour fournir notre technologie de double onduleur à ce client stratégique. Ce nouveau projet marque une étape importante dans notre partenariat dans le secteur des véhicules à énergies nouvelles (NEV) », a déclaré le Dr Stefan Demmerle, vice-président de BorgWarner Inc. et président-directeur général de PowerDrive Systems. « Sur le marché chinois des NEV, en pleine évolution, BorgWarner reste engagé à offrir à ses clients des solutions d'électrification innovantes et de haute qualité. »

Le double onduleur de BorgWarner permet de contrôler deux moteurs de manière synchrone à l'aide d'un seul contrôleur, ce qui améliore considérablement la flexibilité d'intégration et facilite l'installation. Grâce à sa technologie de packaging propriétaire, BorgWarner peut configurer les Power Modules de manière flexible – différents modules sont intégrés dans un boîtier compact – ce qui permet de réduire à la fois le poids et les coûts.

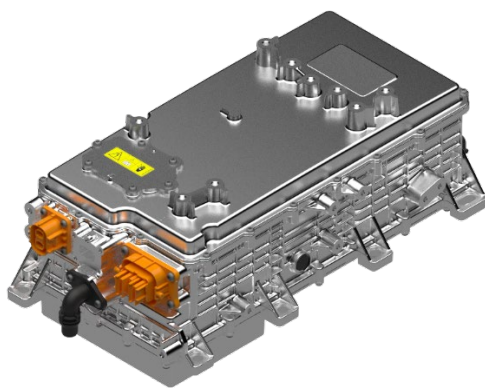
La conception avancée du Power Module réduit la résistance thermique jusqu'à 50 % par rapport au refroidissement unilatéral, ce qui augmente significativement la densité de puissance. De plus, cette technologie permet d'intégrer différents types de semi-conducteurs dans des modules de même taille, garantissant ainsi le respect des normes d'efficacité de plus en plus strictes du cycle d'essai CLTC pour les véhicules légers en Chine. La régulation adaptative de la

tension de la batterie élargit considérablement les plages de fonctionnement à puissance constante et à haut rendement du moteur, améliorant ainsi l'efficacité globale du système.

La technologie de double onduleur de BorgWarner continue d'évoluer grâce à l'optimisation continue de la conception système et matérielle. Le modèle de production de troisième génération intègre une puce haute performance capable de gérer simultanément la conversion DC-DC et le contrôle des deux moteurs, avec la possibilité d'ajouter des interfaces auxiliaires haute tension selon les besoins du client. Le modèle de quatrième génération combine un convertisseur boost et deux onduleurs, avec un module DC-DC en option, répondant ainsi aux exigences variées des plateformes hybrides.

À propos de BorgWarner

Depuis plus de 130 ans, BorgWarner, leader mondial, innove avec succès dans le domaine de la mobilité. Nous mettons l'accent sur le développement durable et contribuons à construire un avenir plus propre, plus sain et plus sûr pour tous.



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other factors we believe are appropriate under the circumstances. Forward-looking statements are not guarantees of performance, and the Company's actual results may differ materially from those expressed, projected or implied in or by the forward-looking statements.

You should not place undue reliance on these forward-looking statements, which speak only as of the date of this 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: evolving legal, regulatory, and tax regimes; the supply disruptions impacting us or our customers, commodity availability and pricing, and an inability to achieve expected levels of recoverability in commercial negotiations with customers concerning these costs; competitive challenges from existing and new competitors, including original equipment manufacturer ("OEM") customers; the challenges associated with rapidly changing technologies, and our ability to innovate in response; the difficulty in forecasting demand for electric vehicles and our electric vehicles revenue growth; future changes in laws and regulations, including, by way of example, taxes and tariffs, in the countries in which we operate; potential disruptions in the global economy caused by wars or other geopolitical conflicts; the ability to identify targets and consummate acquisitions on acceptable terms; failure to realize the expected benefits of acquisitions on a timely basis; the possibility that our 2023 tax-free spin-off of our former Fuel Systems and Aftermarket segments into a separate publicly traded company will not achieve its intended benefits; the failure to promptly and effectively integrate acquired businesses; the potential for unknown or inestimable liabilities relating to the acquired businesses; impacts of our exit of the charging business; our dependence on automotive and truck production, which is highly cyclical and subject to disruptions; our reliance on major OEM customers; impacts of any future strikes involving any of our OEM customers and any actions such OEM customers take in response; fluctuations in interest rates and foreign currency exchange rates; our dependence on information systems; the uncertainty of the global economic environment; ; the uncertainty surrounding global trade policies, including tariffs and export restrictions, and their impacts on the Company, its customers and suppliers and the economies in which the Company operates; the outcome of existing or any future legal proceedings, including litigation with respect to various claims, or governmental investigations, including related litigation; impacts from any potential future acquisition or disposition transactions; and the other risks, noted in reports that we file with the Securities and Exchange Commission, including Item 1A, "Risk Factors" in our most recently-filed 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 release to reflect any change in our expectations or any change in events, conditions, circumstances, or assumptions underlying the statements.

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