

BorgWarner fournira à Stellantis un turbocompresseur VTG pour le nouveau moteur Hurricane 4 Turbo

- *Turbocompresseur innovant alliant géométrie variable (VTG) haute performance et fonction wastegate avancée pour améliorer l'efficacité des émissions et les performances du moteur*
- *Turbo destiné au Hurricane 4 Turbo, nouveau moteur essence 4 cylindres du Jeep® Grand Cherokee 2026, disponible ultérieurement*
- *Fourniture également de la technologie eVCT sur les plateformes Jeep Cherokee*

Auburn Hills, Michigan, 6 novembre 2025 – BorgWarner, leader mondial des solutions de mobilité innovantes et durables, a conclu un accord avec Stellantis pour fournir son turbocompresseur à géométrie variable (VTG) de 50 mm destiné au nouveau moteur essence 4 cylindres Hurricane 4 Turbo. Le Hurricane 4 Turbo fera ses débuts sur le Jeep Grand Cherokee 2026, disponible ultérieurement. De plus, BorgWarner fournira sa technologie de distribution variable électrique (eVCT) pour le Jeep Cherokee et son moteur quatre cylindres EP6.

« Nous sommes ravis de collaborer avec Stellantis sur ces lancements passionnants », a déclaré Volker Weng, Vice President of BorgWarner Inc. and President and General Manager, Turbos and Thermal Technologies. « Notre relation de longue date inclut la fourniture de plusieurs turbos pour des modèles précédents, et ce projet marque notre passage à la prochaine génération de turbocompresseurs. »

La technologie VTG de BorgWarner combine un turbocompresseur haute performance avec une fonctionnalité wastegate avancée afin d'améliorer à la fois l'efficacité des émissions et les performances du moteur. Unique en son genre à associer VTG et wastegate, la dernière accélère la montée en température du catalyseur lors des démarrages à froid, tandis que la VTG assure une suralimentation plus précise et un meilleur contrôle du moteur. En outre, la VTG prend en charge un cycle Miller poussé, optimisant les performances sur une large plage de régimes. Elle permet un cycle de compression complet avec une suralimentation réduite à bas

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régime pour réduire la consommation et la compression, tout en augmentant la suralimentation à haut régime pour une puissance supérieure.

L'intégration de l'eVCT de BorgWarner sur le moteur EP6 du Jeep Cherokee constitue une première sur un moteur Stellantis. Cette application devrait améliorer les performances en réduisant sensiblement la consommation de carburant et les émissions. Contrairement aux systèmes traditionnels, l'eVCT offre une plage de calage plus large et fonctionne indépendamment de la pression d'huile, permettant des stratégies de combustion avancées pour accroître l'efficacité et abaisser les émissions.



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À propos de BorgWarner

[borgwarner.com](https://www.borgwarner.com)

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.

Forward-Looking Statements: This release may contain forward-looking statements as contemplated by the 1995 Private Securities Litigation Reform Act that are based on management's current outlook, expectations, estimates and projections. Words such as "anticipates," "believes," "continues," "could," "designed," "effect," "estimates," "evaluates," "expects," "forecasts," "goal," "guidance," "initiative," "intends," "may," "outlook," "plans," "potential," "predicts," "project," "pursue," "seek," "should," "target," "when," "will," "would," and variations of such words and similar expressions are intended to identify such forward-looking statements. Further, all statements, other than statements of historical fact, contained or incorporated by reference in this release that we expect or anticipate will or may occur in the future regarding our business strategy, goals, plans, references to future success and other such matters, are forward-looking statements. All forward-looking statements are based on assumptions and analyses made by us in light of our experience and our perception of historical trends, current conditions and expected future developments, as well as 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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