

BorgWarner to Supply Variable Turbine Geometry Turbocharger for Major European OEM's Hybrid Electric Vehicle Platform

- *Variable turbine geometry turbocharger will power one of the OEM's first hybrid electric vehicle offerings in North America*
- *Technology features silencer and shot-peened compressor wheel designed to reduce noise and boost strength and durability*
- *Start of production is expected to begin in 2028*

Auburn Hills, Michigan, February 11, 2026 – BorgWarner, a global product leader in delivering innovative and sustainable mobility solutions, has secured an agreement with a major European original equipment manufacturer (OEM) to supply its variable turbine geometry (VTG) turbocharger on one of its hybrid electric vehicle (HEV) platforms. This business win positions BorgWarner as part of the global supply base that will power one of the company's first HEV offerings in North America.

BorgWarner's VTG turbocharger technology enables precise control of engine operation, optimizing performance across a broad range of engine speeds and integrating advanced combustion strategies to boost efficiency, enhance fuel economy and lower emissions. The system features adjustable, electrically-actuated vanes that regulate pressure upstream of the turbine and enable near instant acceleration and maximum power output. Tailored to meet the OEM's size and space requirements, this customer-specific technology incorporates an updated turbine housing designed to fit the available packaging constraints and enhance transient performance.

"BorgWarner is proud to extend our long-lasting, trusted partnership with this OEM by supplying our VTG technology to the company's HEV platform," said Dr. Volker Weng, Vice President of BorgWarner Inc. and President and General Manager, Turbos and Thermal Technologies. "Our extensive experience supplying turbochargers using our proven VTG

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technology for similar applications in Europe, along with our strong track record for quality and reliability, positions us well to extend our relationship and further expand our North American breadth of offerings together.”

This specific turbocharger technology features a shot-peened compressor wheel designed to boost strength and durability. Through the shot-peening process, the compressor wheel gains improved resistance to wear and tear, supporting longer component life and meeting sustained performance requirements. Additionally, the compressor outlet features a silencer that helps reduce noise within the vehicle.

About BorgWarner

For more than 130 years, BorgWarner has been a transformative global product leader bringing successful mobility innovation to market. With a focus on sustainability, we're helping to build a cleaner, healthier, safer future for all.



BorgWarner's variable turbine geometry (VTG) turbocharger will power one of the first HEV offerings in North America for a major European OEM

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,"

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“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 possibility that our variable turbine geometry turbocharger program will not achieve its intended benefits; 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, including artificial intelligence, and our ability to innovate in response; the difficulty in forecasting demand for electric vehicles and our electric vehicles revenue growth; potential 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 its 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 discussed in reports that we file with the Securities and Exchange Commission, including in 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 release to reflect any change in our expectations or any change in events, conditions, circumstances, or assumptions underlying the statements.

PR contact:

Michelle Collins

Phone: +1 248-754-0449

Email: mediacontact@borgwarner.com