



BORGWARNER BROADENS
VARIABLE CAM TIMING TECHNOLOGIES FOR I4 ENGINES
AND EXPANDS MANUFACTURING FOOTPRINT

*BorgWarner's New Modular Family of Cam Phasers Offers
Flexible, Compact VCT Solutions with Simplified Installation*

Auburn Hills, Michigan, October 5, 2012 – BorgWarner will expand its variable cam timing (VCT) technology with a new family of cam phasers for I4 engines. The modular design supports a variety of cam phasing technologies, including cam torque actuated (CTA) and torsional assist (TA) phasers with optional mid position lock technology. Each phaser also features an integrated center bolt and spool valve for smaller package size and easier installation. The technology is planned to launch with a major global automaker on diesel and gasoline applications in 2015. Both will be supported by production at a new facility in Eastern Europe. The new facility complements a number of existing global facilities producing VCT technology and strengthens BorgWarner's ability to support global customers with local production.

"I4 engines have captured about 75 percent of the global engine market and are forecast to power over 17 million additional vehicles in the next seven years. Our new cam phasing technology is engineered to offer automakers customized, fast-to-market VCT solutions to support increasing demand for efficient, downsized engines," said Joe Fadool, President and General Manager, BorgWarner Morse TEC. "BorgWarner's modular cam phaser technology gives automakers more flexibility in choosing the configuration that best meets their performance parameters with the added benefits of a compact package and simplified installation."

BorgWarner's new family of cam phasers showcases its broad expertise in VCT technology. Using the existing torsional energy in the valve train, CTA phasers actuate

more quickly, use less engine oil and operate under a wider range of engine speeds and temperatures than conventional VCT systems. TA phasers, which use torsional energy and standard engine oil pressure to actuate the phaser, offer a wide range of authority, achieving 70 degrees of crank rotation or more. BorgWarner phasers can actuate rapidly, resulting in improved low-end engine performance in downsized, direct-injected boosted engines.

For added calibration opportunities, BorgWarner's patented mid position lock technology allows an increased range of camshaft positioning with a default stop at an intermediate position within the expanded range of travel. The built-in failsafe ensures the phaser returns to the middle position for reliable engine starts in nearly any potential operating condition. All phasers also feature an integrated center bolt and spool valve, resulting in a compact design that has fewer parts and is easy to install.

About BorgWarner

Auburn Hills, Michigan-based BorgWarner Inc. (NYSE: BWA) is a technology leader in highly engineered components and systems for powertrain applications worldwide. Operating manufacturing and technical facilities in 59 locations in 19 countries, the company develops products to improve fuel economy, reduce emissions and enhance performance. Customers include VW/Audi, Ford, Toyota, Renault/Nissan, General Motors, Hyundai/Kia, Daimler, Chrysler, Fiat, BMW, Honda, John Deere, PSA, and MAN. For more information, please visit borgwarner.com.



BorgWarner's new family of cam phasers for I4 engines offer automakers flexible, fast-to-market VCT solutions to support increasing demand for efficient, downsized engines.

BorgWarner Inc. (BorgWarner Broadens Variable Cam Timing Technologies for I4 Engines and Expands Manufacturing Footprint) – 3

Statements contained in this news 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," "initiative," "intends," "outlook," "plans," "potential," "project," "pursue," "seek," "should," "target," "when," "would," variations of such words and similar expressions are intended to identify such forward-looking statements. 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. Such risks and uncertainties include: fluctuations in domestic or foreign vehicle production, the continued use by original equipment manufacturers of outside suppliers, fluctuations in demand for vehicles containing our products, changes in general economic conditions, as well as other risks noted reports that we file with the Securities and Exchange Commission, including the Risk Factors identified 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 revision to any of the forward-looking statements.

###