



BorgWarner Receives U.S. Department of Energy Award for DC Fast Charger

- *\$4.09 million awarded from the U.S. Department of Energy*
- *Goal to develop a more cost-effective direct current fast charger*
- *BorgWarner will team up with American-made supplier partners for 36-month project*

Auburn Hills, Michigan, April 14, 2021 – BorgWarner, a global product leader in delivering innovative and sustainable mobility solutions for the vehicle market, has received a \$4.09 million U.S. Department of Energy (DOE) Award to design and develop a cost-effective, advanced direct current fast charger (DCFC). BorgWarner received one of 25 research, development and demonstration projects which aim to advance electrification, reduce vehicle emissions and improve EV charging infrastructure.

BorgWarner will lead the 36-month DCFC project in coordination with US-based suppliers and research partners, including Michigan State University, eTransEnergy, Cityfi, the State of Michigan, and Barton Marlow, in addition to component supplier support from Wolfspeed, Inc. Kickoff of the project is slated for Q1 of 2022.

“As a leader in the electrification field, we are proud to receive this funding to take our current state-of-the-art technology to the next level in order to fit the industry’s needs and create a cleaner and more energy-efficient world,” said Davide Girelli, President and General Manager, BorgWarner Morse Systems. “We are excited to once again partner with the DOE and collaborate with our project partners to develop the next generation of DCFC technology.”

The project’s purpose is to develop the next generation DCFC system at a 20-30% cost reduction with increased power density, reduced energy losses, decreased package size and improved reliability. Ultimately, the new technology will enable widespread adoption of similar chargers. BorgWarner and its project partners will be working toward delivering a charger with 10 charge points collectively capable of a total of 350kW. With the flexibility and adaptability of BorgWarner’s single stage power conversion and power module architecture, the charger will be able to deliver power to up to five vehicles at a time (with five others plugged in and ready to be

charged). Based on project design, the charger will demonstrate product scalability from 150kW to 350kW or greater and will produce output power from single 25kW power modules.

DCFCs allow for charging at a much faster rate than conventional Level 2 alternating current (AC) chargers with the same ease of accessibility. The DC power can be supplied directly to the vehicle's battery, resulting in higher efficiency. Additionally, because DCFCs allow for higher power levels, charging stations can deploy numerous charge points so that multiple vehicles can be charged simultaneously. The unit will be designed to support current EVs, with the flexibility to easily be upgraded to support potential future battery electric vehicles that operate at higher voltages.

“Paired with our longstanding reputation of delivering excellence, BorgWarner has a seasoned team that is ready to tackle the target areas of innovation to make our DCFC goals come to fruition,” continued Girelli. “Our single conversion architecture, power module design and packaging, power electronic capabilities and module building block approach will be the factors that ensure a successful project launch for the EV market.”

For a complete list of projects selected for this DOE funding opportunity, click [here](#).

About BorgWarner

For more than 130 years, BorgWarner has been a transformative global product leader bringing successful mobility innovation to market. Today, we're accelerating the world's transition to eMobility — to help build a cleaner, healthier, safer future for all.



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Forward-Looking Statements: This press 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 press release that we expect or anticipate will or may occur in the future regarding our financial position, business strategy and measures to implement that strategy, including changes to operations, competitive strengths, goals, expansion and growth of our business and operations, plans, references to future success and other such matters, are forward-looking statements. Accounting estimates, such as those described under the heading “Critical Accounting Policies and Estimates” in Item 7 of our most recently-filed Annual Report on Form 10-K (“Form 10-K”), are inherently forward-looking. 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 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: supply disruptions impacting us or our customers, such as the current shortage of semiconductor chips that has impacted original equipment manufacturer (“OEM”) customers and their suppliers, including us; commodities availability and pricing; 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 pandemic, including additional production disruptions; the difficulty in forecasting demand for electric vehicles and our electric vehicles revenue growth; the possibility that the proposed acquisition of Santroll’s light vehicle eMotor business will not be consummated; the ability to identify targets and consummate acquisitions on acceptable terms; failure to realize the expected benefits of acquisitions on a timely basis including our recent acquisition of AKASOL AG and our 2020 acquisition of Delphi Technologies PLC; the ability to identify appropriate combustion portfolio businesses for disposition and consummate planned dispositions on acceptable terms; the failure to promptly and effectively integrate acquired businesses; the potential for unknown or inestimable liabilities relating to the 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; fluctuations in interest rates and foreign currency exchange rates; 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, taxes and tariffs, in the countries in which we operate; 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 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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