



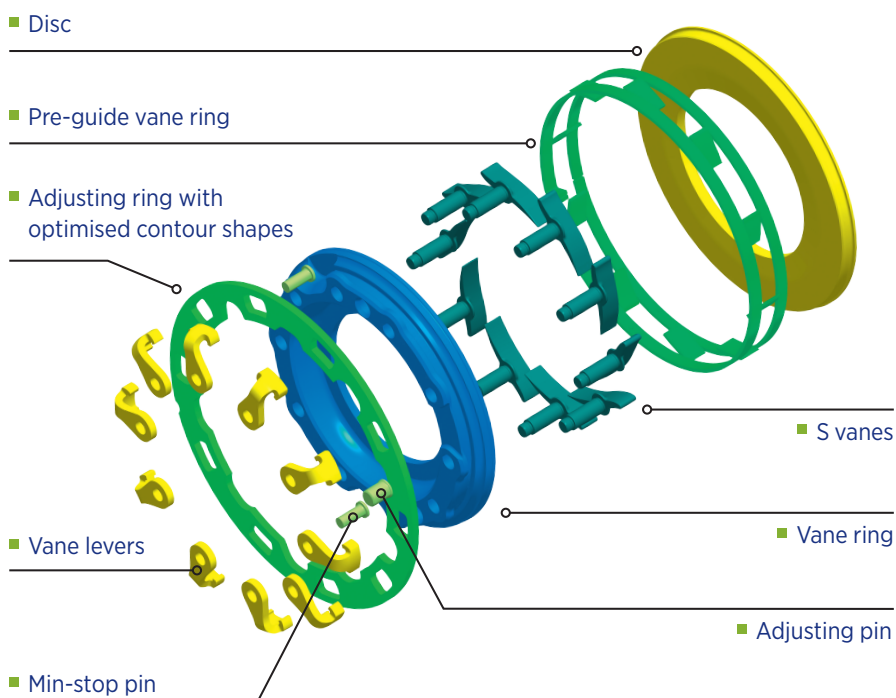
Explore our Technologies

Gasoline VTG

for Passenger Cars

Generation 6 Gasoline VTG – Best solution for high-efficient Miller gasoline engines

The newly developed Gasoline VTG based on the solid Generation 6 introduced in 2014 in a lot of Diesel programs worldwide is a key enabler for the required ambiguous boost pressure targets supporting Miller engines for a good LET capability and best fuel consumptions with moderate specific power output.



Technical Features

- Excellent thermodynamic adaption to Miller gasoline engines boost requirements on turbine and compressor side
- Exhaust temperature capability up to 950 °C
- Based on the robust and proven Generation 6 design
- With or without Wastegate

System Benefits

- Excellent efficiencies in LET and part load
- Low exhaust pressure level at rated power enables $\lambda = 1$ over the whole engine rpm
- Good transient performance

Further Proceedings

- 1020 °C and 1050 °C for higher specific power gasoline engines using the Miller cycle defined and started
- Further tailor made thermodynamic adaptations for other Miller engines ongoing

For Additional BorgWarner Information:
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