



Horse Powertrain supplies range-extender for Scania electric timber truck pilot

- Scania and Horse Powertrain launched a real-world pilot to test range-extended hybrid technology in heavy-duty timber transport.
- The vehicle, operated by SCA in northern Sweden, combines Scania's electric drivetrain with a high-efficiency generator designed in Sweden by Horse Powertrain's division Aurobay Technologies.
- The collaboration explores a pragmatic path to decarbonizing demanding long-haul applications where charging infrastructure is still limited.

LONDON (2 December 2025) - Horse Powertrain has been selected by Scania to provide its advanced range-extender system for the pilot vehicle, currently operating as a heavy-duty timber truck in Sweden. The collaboration marks an important step in testing hybrid powertrain solutions for demanding transport applications such as forestry logistics.

The pilot forms part of the Scania Pilot Partner program and is currently operating in Sweden under SCA, one of Europe's largest forestry companies.

The vehicle is built to handle Sweden's most demanding timber routes, transporting heavy loads through steep and remote terrain where access to charging infrastructure remains scarce. By combining a powerful battery-electric drivetrain with the generator designed in Sweden by Horse Powertrain's division Aurobay Technologies, the truck achieves both long-distance capability and reduced CO₂ emissions.

The test route covers approximately 16 km, with an operational target of completing 7–8 rounds per day - comparable to a diesel truck and delivering slightly higher productivity than a pure battery-electric truck due to avoided charging downtime.

The configuration supports the truck's battery packs with a 120-kW range-extender unit based on Horse Powertrain's 2.0 liter high-efficiency multi-fuel engine. Acting purely as an onboard charger, the unit supplies electric energy when required. For instance, during long hauls, temperature extremes, or unexpected delays,

Matias Giannini, CEO at Horse Powertrain, said: "Forestry logistics represents one of the toughest challenges for electrification. The forest roads of northern Sweden demand strength, range and reliability. Charging stations are few, but the timber never waits. You can think of our range-extender as a powerbank for a heavy-duty truck: silent, efficient, and always there when you need it. By partnering with Scania and drawing on our engineering excellence, we're proving how a compact, high-efficiency range-extender enables electric trucks to operate reliably in the most demanding environments. It's a technology that cuts CO₂ now."

Tony Sandberg, Vice President at Scania Pilot Partner added: "What we're doing in Sweden with Horse Powertrain and SCA builds directly on the 100-day trial we ran together with a logistics partner in Germany earlier this year. That vehicle logged almost 22,000 kilometers and drove more than 90 percent of the time on pure electric power, only using the range-extender when no charging was available. The result was a CO₂ reduction of over 90 percent compared with a diesel truck. Those learnings give us a strong foundation as we tailor the system for demanding Nordic timber operations."

Ingo Scholten, Chief Technology Officer at Horse Powertrain and Managing Director Sweden, Aurobay Technologies division, said: "Electrifying heavy-duty routes means understanding what drivers and operators face hour by hour. Long stretches without charging, variable loads and rapidly changing weather. This pilot lets us study those realities directly in day-to-day timber operations. The range-extender's role is simple. Provide a stable, efficient energy supply so drivers can



complete their full shift without interruption and with far lower greenhouse-gas emissions than a traditional diesel truck. The data we gather here will guide how we refine the technology and scale it for wider use across demanding transport applications.”

Horse Powertrain’s modular range-extender architecture builds on the same core technology used in its passenger-car and light-commercial hybrid systems, adapted for the higher power output and durability demands of heavy-duty applications. Unlike conventional fixed-speed generator sets, the engine can operate across its full power band, allowing the system to deliver the required output efficiently while keeping fuel consumption, noise and vibration low.

The pilot truck is now undergoing testing in regular operations, carrying full timber loads to gather performance and efficiency data in real-world conditions. The results will guide future deployments of electrified powertrains in the forestry sector and other heavy-duty applications.

Horse Powertrain emphasize that technologies such as range-extenders play a vital role in accelerating decarbonization. By enabling deep emission cuts today, without waiting for perfect infrastructure, they contribute meaningfully to the transition toward net zero.

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About Horse Powertrain

Horse Powertrain is a new global leader in hybrid and combustion powertrain solutions, supporting automotive OEMs with a range of systems including engines, transmissions, power electronics, and integrated hybrid platforms. Consisting of two divisions, Aurobay Technologies and Horse Technologies, Horse Powertrain operates 17 plants and 5 R&D centers globally, serving a range of OEMs including Renault Group, Geely Auto, Volvo Cars, Proton, Nissan, and Mitsubishi Motors Corporation. Horse Powertrain is headquartered in London, UK, and employs 19,000 people globally. The company’s three shareholders are Renault Group (45%), Geely (45%), and Aramco (10%).

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