

Horse Powertrain unveils 2027 hybrid system for existing EV platforms

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Horse Powertrain's Future Hybrid System is slated for commercial launch in 2027

Horse Powertrain, a joint venture between Geely Holding and Renault Group, is focused on transforming existing electric-only designs into flexible hybrid or range-extended vehicles. The company has unveiled the Future Hybrid System, which integrates the internal combustion engine (ICE), gearbox, electric motor and electronic power systems into a compact package for hybrid electric vehicles.



Source: Getty Images Plus/ coffeekai

Horse Powertrain's Future Hybrid System is slated for commercial launch in 2027. Part of Horse Powertrain's X-Range family, it first appeared as a concept at the Shanghai Auto Show in 2025 before being refined and showcased at the IAA in Munich 2025. The hybrid powertrain solution will be offered in two variants — a performance version with dual electric motors called P1+P3, and a super-compact variant utilizing a P2 motor. Both variants will be compatible with a 1.5-liter four-cylinder engine and will come with a dedicated hybrid gearbox.

The design reduces front overhang by 150 mm compared to traditional hybrid systems, allowing installation on the subframe of existing battery-electric vehicles with minimal body structure modifications. The system supports multiple drivetrain configurations, including plug-in hybrid (PHEV) and range-extended electric vehicles (EREV), offering both front-wheel and all-wheel-drive (AWD) options.

The hybrid powertrain solution retains components typical of pure-electric platforms, thereby reusing many EV parts and reducing environmental impact.

Moreover, a notable feature is its fuel compatibility, operating on gasoline, E85 ethanol, M100 methanol and synthetic fuels, in line with global trends toward low-carbon, flexible-fuel powertrains.

A three-cylinder variant, currently under development, could further reduce the system's width, enhancing suitability for smaller vehicles.

Horse Powertrain, established in mid-2023, runs globally with 17 production plants, five research and development centers, and about 19,000 employees. The new hybrid system aims to facilitate the quick conversion of electric platforms into hybrid or range-extended variants without major reengineering, reflecting a strategy to cater to varied market preferences and fuel infrastructure conditions across regions.

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