09/02/2026

PRESS RELEASE

ODYSSEV: A new Horizon Project kicked off!

We are thrilled to announce the official start of ODYSSEV, an innovative project funded by the European Union, under Grant Agreement No. 101192612. With a nearly €6 million budget, this Horizon Europe Research and Innovation Action officially commenced in January 2026 and will last 42 months.

The project kick-off meeting took place on January 28th, 2026, in Zaragoza, Spain, hosted at the premises of CIRCE. The kick-off meeting saw all project partners converge to discuss their roles, responsibilities, and aspirations for the successful realisation of the project's specific objectives.

ODYSSEV is shaping the next generation of high-voltage powertrains (1200V and above) for battery electric vehicles. The project is developing advanced automotive power converters, optimised powertrain components and novel electronic topologies, integrating innovative features and prototyping across every key component of the powertrain, including the on-board charger, battery pack, inverter, motor and thermal management system.

The project will culminate in the integration of these developed technologies into a real vehicle demonstrator. This validation under real driving conditions will showcase the performance, reliability and market readiness of next-generation C-segment electric vehicles.

The ODYSSEV Consortium, under the leadership of CIRCE, is composed of 14 partners across 8 countries: Spain, United Kingdom, Germany, Netherlands, Greece, Switzerland, Sweden and France. The consortium members include: Fachhochschule Dortmund, University College London, University of Twente, University of Bremen, KTH Royal Institute of Technology, Centre for Research and Technology Hellas (CERTH), Mitsubishi Electric Europe B.V., Efesto, iNetic Limited, ZF Friedrichshafen AG, Q-Plan International, MTAL GMBH and Fachhochschule Nordwestschweiz.

"ODYSSEV is a key technical project for shaping the next generation of high-voltage electric vehicles in Europe. It is particularly interesting for the industry because it paves the way for high-voltage electric powertrains, moving from today's 400–800V systems to 1200–1600V." *said Montserrat Lanero Martinez, the project coordinator from CIRCE.*

Funded by the European Union under GA no. 101192612. Views and opinions expressed are however those of the authors only and do not necessarily reflect those of the European Union or CINEA. Neither the European Union nor the granting authority can be held responsible for them.

Funded by the European Union