

Press Release

Schaeffler wins major order to supply dual inverters for the North American market

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- Schaeffler strengthens its position in the important North American market with a dual inverter for a new plug-in hybrid platform
- The inverter, featuring highly efficient onsemi SiC technology, was designed at Schaeffler's site in Deer Park, IL, specifically for an electrified U.S. pickup truck platform intended for the North American market
- With a volume of nearly one million units over the lifetime of the contract, this is another success for Schaeffler's growing inverter business

Schaeffler has announced a milestone in the field of powertrain electrification: A vehicle manufacturer has ordered a dual inverter from Schaeffler for the North American market, which controls the electric drive for auxiliary units and serves as a traction inverter to power an electric drive motor with an output of over 200 kW. The dual inverter is intended for electrified pickup truck models for the North American market, where this vehicle type is particularly popular. This order means that Schaeffler is now collaborating with another major OEM in the field of hybridization. The dual inverter contributes to the all-electric range of plug-in hybrid vehicles (PHEVs), partly because it utilizes highly efficient silicon carbide chips from Schaeffler's strategic partner onsemi. According to current planning, production of the inverter at Schaeffler's plant is estimated to begin by the end of 2027.

"This order recognizes the capabilities of our inverter experts in Deer Park, who were able to realize this highly specialized dual inverter with demanding requirements in a short period of time. We are proud to deliver this product for use in plug-in hybrid pickup trucks," said Thomas Stierle, CEO E-Mobility at Schaeffler.

"We are committed to driving the next generation of electrified mobility through our advanced EliteSiC technology. By integrating our silicon carbide expertise into Schaeffler's dual inverter platform, we are enabling a new standard for plug-in hybrid pickup trucks with extended electric driving range and enhanced vehicle performance," said onsemi CEO Hassane El-Khoury.

The challenges in developing the dual inverter included demanding specifications from the OEM regarding installation space, performance, and inverter efficiency.

The requirements for the two inverter units differ significantly: The starter-generator is integrated into the belt drive of the internal combustion engine. Conventional silicon insulated gate bipolar transistors (IGBTs) are used in the inverter to control this small electric motor. The required power density and efficiency for the compact traction inverter for the electric drive motor, on the other hand, are achieved by Schaeffler using EliteSiC silicon carbide (SiC) MOSFETs from onsemi. This SiC technology enables very high switching speeds in the inverter with minimal electrical losses, which in turn allows for greater electric driving ranges.

Schaeffler Group – We pioneer motion: The Schaeffler Group has been driving forward groundbreaking inventions and developments in the field of motion technology for 80 years. With innovative technologies, products, and services for electric mobility, CO₂-efficient drives, chassis solutions and renewable energies, the company is a reliable partner for making motion more efficient, intelligent, and sustainable – over the entire life cycle. Schaeffler describes its comprehensive range of products and services by means of eight product families: From bearing solutions and all types of linear guidance systems through to repair and monitoring services. Schaeffler is with around 110,000 employees and more than 250 locations in 55 countries, one of the world's largest family-owned companies and one of Germany's most innovative companies.

Schaeffler dual inverter for use in two vehicle platforms in North America. (Image: Schaeffler)

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Thomas Stierle, CEO E-Mobility Schaeffler (left) and Hassane El-Khoury, CEO at onsemi. (Image: Schaeffler)

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