
AMV
ETABL. 1860

TOPICS

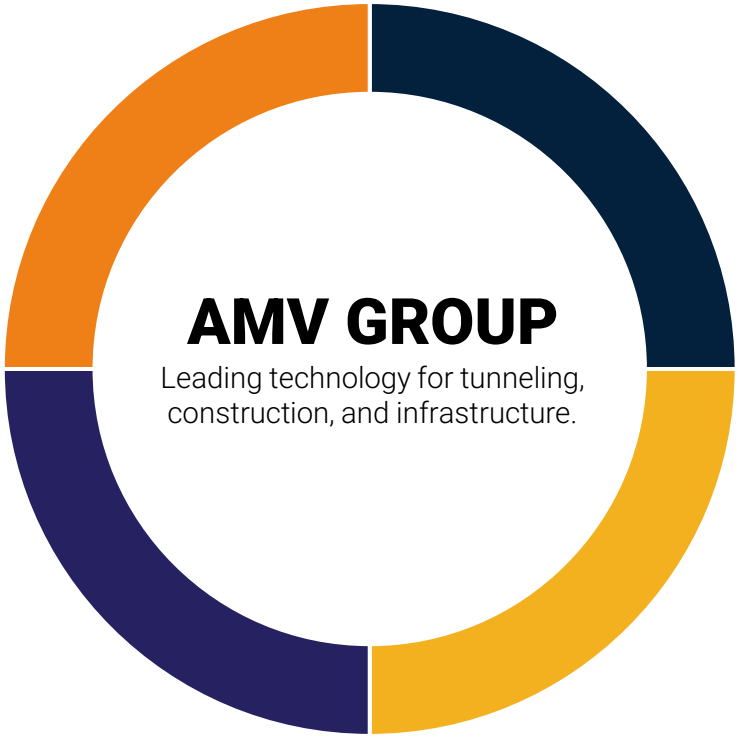
- Short introduction – **AMV AS**
- Current- and future technology and utilization
- How do we accelerate adaptation?
- AMV’s approach to electrification

Clevio

Clevio provides full control over machines, operators, and maintenance in a single platform, with IoT technology tailored for the tunneling and construction industry

Scandinavian Infra

Scandinavian Infra offers consulting and project management in community development, with sustainable and innovative solutions



AMV GROUP

Leading technology for tunneling, construction, and infrastructure.

AMV ETABL. 1860

AMV develops and builds machines for tunneling and mining, with strong focus on energy efficiency and renewable solutions.

Containertech AMV GROUP

Containertech delivers modular container solutions for the tunneling and construction industry, including advanced water treatment systems

200+
EMPLOYEES

80+
PROJECTS PER YEAR

TUNNEL- AND MINING INDUSTRY

AMV is one of the largest OEM in Norway for specialized heavy machinery for Tunnel- and mining industry.
Our focus is development of new technology and driving the implementation of emissions free drivelines for our existing machines in the marked.

DESIGN

PRODUCTION

SERVICE

KEY MILESTONES

2002
FIRST 1000V HYBRID MACHINE

AMV starts introduction of the first hybrid powertrains, combining standard diesel chassis and 1000V electro-hydraulic power. Cable connection is used.

2020
AMV INTRODUCES FL70 HYBRID

FL70 equipped with a hybrid drivetrain is introduced. FL70 allows for loading operations utilizing 1000V connection. 80-90% of fuel consumption in tunnel operations are linked to loading operations.

2026
DELIVERY OF FIRST FULLY ELECTRIC AMV 11QR

AMV 11 QR Working platform is designed utilizing Volvo FMX electric and introduced to market in 2025. Two units ordered by longtime client Hæhre Entrepenør – delivery Q1 2026.

TECHNOLOGY

CURRENT & FUTURE

DRIVETRAIN TECHNOLOGY

HYBRID POWERTRAIN

All models available with hybrid powertrain, common in Norwegian tunnel projects.

- Transport mode – Diesel.
- Working mode – 1000V operation.

ELECTRIC POWERTRAIN

AMV is introduction models with electric powertrain in 2026.

- Standard electric truck chassis
- Charging during operation
- Retrofit for special chassis

First fully electric machines Q1 2026

BENEFITS AND UTILIZATION

BENEFITS

- Better working environment
- Increased energy efficiency
- Reduced/eliminated Co2 emissions
- Increased efficiency

UTILIZATION

- We see up towards 90% electric utilization on hybrid models where electrical power is available.
- Still wide use of diesel in smaller projects.

Up towards 90% electric utilization

HOW TO ACCELERATE IMPLEMENTATION

1

INFRASTRUCTURE

Implementation of hybrid- and full electric machines require power supply infrastructure.

Cause for uncertainty.

2

INCENTIVES

Electric versions cost 20-30% more than conventional diesel. Incentives can help offset the additional investment costs.

Environment incentives in contracts.

3

UNIFORM CONTRACTS

Contractors need consistency in emissions requirements for all contracts. Machines are long-term investments.

Requirements must be standard.

4

COMMUNICATION

When contractors face various environmental requirements, it is difficult to make long-term machine investments.

Unclear communication

APPROACHES TO ELECTRIFICATION

1

HYBRID

Increase utilization of 1000V operation on hybrid machines. Widely available in the marked.

Contractual requirements for electric operation.

2

RETROFIT

Diesel engines can be replaced with battery packs on hybrid models.

Shorter delivery times and lower cost – Same result.

3

FULLY ELECTRIC

Development of machines built on fully electric chassis, requires increase production by OEM’s.

Allows for more focus on energy efficiency-

FULLY ELECTRIC PORTFOLIO

- Working platform
- Shotcrete robot
- Concrete element lifter
- Concrete grouting pump

Built on Volvo FMX chassis.

First models delivered Q1 2026.

Solid. Creative. Proud.