The USA's Most OEM-Concentrated
EV Battery Engineering Conference

70% Of Delegates Represent Leading Automotive OEMs

05.28.2026 | CONFERENCE&EXPO
CROWNE PLAZA, PALO ALTO

EV BATTERY SYSTEMS ENGINEERING & INTEGRATION

BATTECH *California*

Engineering the Next-Gen EV Battery Platform

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Welcome to **BATTECH California 2026** —
*the evolution of **Battery Thermal Management USA***
BEVs are no longer constrained by chemistry alone

1DAY TECHNICAL FOCUS	**40+** SPEAKERS	**60+** EXHIBITORS	**500+** DELEGATES

ENGINEERING THE NEXT GENERATION OF EV BATTERY SYSTEMS

The West Coast's Leading Technical Conference & Exhibition for OEM Battery Integration & Industrialisation

Welcome to BATTECH CALIFORNIA 2026 — the evolution of Battery Thermal Management USA

The USA's Most OEM-Concentrated EV Battery Engineering Conference
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For eight years, this event has advanced the discipline of battery thermal engineering. In 2026, the scope expands to reflect the new industry reality: **thermal management is no longer a standalone topic** — it is one element within a far more complex battery system architecture challenge.

As EV platforms push toward **structural packs, 800V–1000V systems, ultra-fast charging, silicon-rich chemistries, and domestic gigafactory scaling**, the real engineering question is no longer just "*how do we cool it?*" — but:

How do we design, integrate, validate, and industrialise complete battery systems that are safe, scalable, durable, and cost-effective?

BATTECH USA, California - brings together 500+ senior OEM battery engineers, pack architects, manufacturing leaders, and advanced materials specialists to address exactly that challenge.

The 2026 agenda has been developed in direct collaboration with automakers, cell manufacturers, and tier-one suppliers to reflect the most urgent technical priorities shaping next-generation vehicle platforms.

2026 CONFERENCE THEMES

Battery Architecture & Structural Integration

- Structural battery packs & cell-to-chassis platforms
- Crash load paths intersecting with thermal risk zones
- Adhesive vs mechanical joining strategies
- Propagation mitigation within high-density formats

Fast Charging & High-Voltage Evolution

- 6C+ and megawatt charging compatibility
- 800V to 1000V insulation and arc tracking challenges
- Managing heat flux under extreme power densities
- Charge-rate durability vs warranty exposure

Advanced Cooling & Thermal Control

- Immersion and two-phase cooling strategies
- Integrated coolant modules & modular pack cooling
- Thermal interface optimisation & PCM integration
- Power electronics and battery cooling convergence

AI, Digital Engineering & Simulation

- Digital twins for pack optimisation
- Multi-physics modelling for propagation prediction
- AI-driven degradation forecasting
- Bridging cell-level data with system-level insight

Manufacturing & Industrialisation

- Advanced battery assembly processes
- Automation, joining, and yield optimisation
- Dry electrode and scalable production strategies
- Cybersecurity in battery and manufacturing systems

Safety, Compliance & Lifecycle Strategy

- Pack-level propagation science
- Functional safety & BMS integration
- Evolving fire codes & regulatory alignment
- Sustainability, recyclability & circular economy design

Battery technology is no longer about pushing chemistry alone.
It is about integrating chemistry, structure, thermal control, safety, and manufacturing scale into a cohesive vehicle platform.
BATTECH USA, California - is where that integration is debated, engineered, and accelerated.

This is not a research symposium. This is not a generic battery expo.
BATTECH USA, California is a solutions-driven engineering summit designed to accelerate collaboration across OEMs, cell manufacturers, and system suppliers — focusing on the real-world trade-offs that define next-generation EV battery platforms.

On the exhibition floor, explore advanced materials, structural solutions, AI modelling platforms, high-voltage insulation systems, and manufacturing technologies that are actively shaping vehicle programs entering production.
As electrification accelerates, competitive advantage will belong to those who master battery system integration — not just cell chemistry. **BATTECH USA, California** is where that integration is engineered.

08:30 Chair's Opening Remarks

Battery System Engineering Under Extreme Constraints: Yield, Fast-Charge Durability & Pack-Level Trade-Offs at Scale

Brian Engle**, Chairman, **NAATBatt international**; SAE Fellow; Chair, **SAE Battery Standards Steering Committee

Battery development is no longer limited by chemistry innovation — it is constrained by manufacturing yield, formation time, fast-charge degradation, thermal safety margins, and warranty exposure at scale. Gigafactory operations are now defined by scrap rates (>5–10%), formation bottlenecks (days per cell), and process variability across coating, calendaring, and assembly, with direct impact on $/kWh and programme viability.

This session examines how OEMs and cell manufacturers are making pack-level engineering decisions under competing constraints, where improvements in one domain (energy density, fast charge, cost) introduce failure risk in another (lifetime, safety, manufacturability).

The discussion will quantify:

- Manufacturing constraints — yield loss drivers across electrode processing and cell assembly, formation time vs. throughput trade-offs, and the cost impact of scrap and rework at GWh scale
- Fast-charge durability limits — lithium plating thresholds (>3–5C), thermal gradients across large-format cells, and degradation acceleration under real-world duty cycles
- Pack-level trade-offs — energy density vs. thermal propagation resistance, structural integration vs. serviceability, and cooling system limits under high-power operation
- Chemistry vs. industrialisation reality — silicon-rich anodes, LFP/LMFP, sodium-ion, and solid-state pathways evaluated against scalability, process stability, and supply chain readiness
- Safety and validation gaps — thermal runaway propagation behaviour, abuse testing vs. real-world failure modes, and implications for regulatory compliance and recall risk
- Warranty and lifecycle exposure — linking early degradation signals to long-term field performance, residual value, and second-life viability

Set against IRA-driven localisation, supply chain constraints, and recycling mandates, the session reframes the core question:

Are we optimising cells in isolation — or engineering battery systems that can manufacture, perform, and survive at scale?

09:00 Constellium

Aluminium Battery Enclosures: Managing Load Paths, Thermal Integration & Manufacturing at Scale

As battery architectures move to cell-to-pack and cell-to-chassis, the enclosure is no longer a housing — it is a primary structural member, thermal interface, and safety system. This creates competing requirements across crash performance, stiffness, thermal behaviour, manufacturability, and cost that cannot be solved independently.

This session focuses on how OEMs and suppliers are engineering aluminium enclosure systems that can carry vehicle loads, control deformation during crash events, manage thermal loads under fast charging, and remain manufacturable at scale.

The discussion will examine:

- Load path design and crash performance, including intrusion limits, energy absorption, and aluminium vs. steel trade-offs in side impact and underbody events
- Material and joining strategies, including alloy selection, extrusion vs. sheet architectures, weld vs. adhesive bonding, and the impact on stiffness, fatigue, and corrosion
- Thermal integration at enclosure level, including coolant routing, interface resistance, and containment of thermal runaway within large-format packs
- Manufacturing constraints, including extrusion tolerances, flatness control, joining distortion, and compatibility with gigacasting and high-volume assembly
- Cost and sustainability trade-offs, including scrap rates, recyclability of multi-material systems, and embedded carbon across different enclosure architectures

The goal is to understand how enclosure design decisions impact pack-level performance, safety margins, and $/kWh at scale, and where current designs are still failing to meet OEM requirements.

09:20 ARNOLD BlueFastening Systems

Fastening in the Age of Structural Battery Packs: Lightweight Joining for High-Energy EV Architectures

Ryan Ward**, Head of Engineering, **Arnold Fastening Systems

As EV platforms evolve toward cell-to-pack and cell-to-chassis architectures, the battery pack is no longer a passive enclosure — it is a primary structural component of the vehicle. At the same time, OEMs are aggressively reducing mass, integrating gigacast structures, and increasing energy density.

This creates a critical engineering challenge: how to achieve lightweight, crash-resilient, thermally stable battery pack integration without increasing assembly complexity or compromising safety. Traditional fastening strategies are no longer sufficient for multi-material, adhesive-integrated, high-voltage pack systems.

This session explores next-generation fastening and hybrid joining solutions designed for structural battery architectures, focusing on lightweighting, automation readiness, and structural integrity in high-energy EV platforms.

- Evaluate fastening strategies for structural battery packs, including load transfer, fatigue resistance, and crash performance.
- Assess hybrid adhesive–mechanical joining systems to balance lightweighting, durability, and assembly robustness.
- Understand multi-material joining challenges in aluminium-intensive and gigacast EV platforms.
- Identify fastening solutions that support high-voltage safety and corrosion resistance in battery environments.
- Optimise assembly efficiency and automation compatibility to reduce cycle time and overall $/kWh.

9:40

Gigacasting & Battery Integration: Rethinking EV Battery Architecture for Cast Vehicle Platforms

As OEMs scale gigacasting, vehicle architectures are shifting toward large aluminium structures that reduce part count and assembly complexity — but fundamentally change how battery packs integrate into the vehicle.

Gigacast platforms alter load paths, stiffness, and packaging constraints, making traditional pack enclosures and mounting strategies increasingly obsolete. In response, engineers are moving toward integrated solutions such as cast-to-pack architectures, adhesive load sharing, and reduced fastener strategies, where the battery becomes a structural element.

This session examines how OEMs are adapting battery design to these new conditions — including structural stress management, thermal integration within constrained geometries, and maintaining crash performance while reducing system complexity.

The focus is on the engineering trade-offs of integrating battery systems into cast vehicle platforms, and the implications for durability, safety, and serviceability.

A clear, pragmatic view of battery integration in the era of gigacast architectures.

- Understand how gigacasting changes vehicle load paths, structural behaviour, and battery pack integration requirements.
- Evaluate cast-to-pack and structural battery approaches, including adhesive bonding, fastener reduction, and load sharing strategies.
- Assess the impact of gigacast architectures on thermal system design, packaging constraints, and serviceability.
- Identify key challenges in maintaining crash safety and durability when integrating batteries into structural cast components.
- Develop a practical framework for designing battery systems within next-generation cast vehicle platforms.

10:00

Structural Battery Packs: Designing Load-Bearing Energy Systems Without Compromising Safety

Designing structural packs requires reconciling conflicting requirements. Increased stiffness improves vehicle dynamics but can reduce energy absorption in crash events. Integrating cooling systems within structural elements introduces complexity in sealing, durability, and thermal uniformity. At the same time, fire containment and propagation resistance must be maintained within architectures that minimise redundancy and enclosure mass.

This session provides a practical, engineering-led examination of how OEMs and suppliers are developing structural battery systems that work in real vehicle platforms. It explores how load paths are managed through the pack, how materials and joining strategies are selected to balance stiffness and crash performance, and how thermal systems are integrated without compromising structural integrity.

Rather than focusing on conceptual designs, the discussion centres on the trade-offs required to deliver structural efficiency while maintaining safety, durability, and manufacturability at scale.

As vehicle and battery architectures converge, understanding how to design structural packs that meet real-world performance and safety requirements has become a critical priority for EV engineers.

This session offers a clear, pragmatic view of load-bearing battery system design in next-generation vehicle platforms.

- Understand how structural battery packs redistribute vehicle load paths and impact overall structural behaviour.
- Evaluate the trade-offs between stiffness, crash energy absorption, and durability in load-bearing battery architectures.
- Assess strategies for integrating thermal management systems within structural packs while maintaining performance and reliability.
- Identify approaches to fire containment and thermal propagation resistance in reduced-mass, highly integrated designs.
- Develop a practical framework for designing structural battery systems that are safe, manufacturable, and scalable.

10:20 Henkel

Driving Faster Development with Modeling & Simulation for Cost-Efficient Thermal Integration

Kush Patel,** Application Engineer, **Henkel

As EV platforms become more compact, energy-dense, and thermally constrained, battery pack integration leaves little room for error. Thermal management can no longer be treated as a late-stage validation step; it must be engineered correctly from the concept phase. With physical prototyping too slow and costly for today's development timelines, this session explores how early-stage modeling and simulation are accelerating battery system development and de-risking integration decisions before hardware is built. Covering predictive thermal modeling, materials-level digital validation, design trade-off optimisation, and process simulation, the discussion demonstrates how engineers can reduce prototype iterations, improve first-pass success, and deliver cost-efficient, manufacturable thermal solutions at scale.

- Understand how early-stage modeling reduces battery thermal integration risk
- Evaluate how material-level data can improve pack-level simulation accuracy
- Assess design and process trade-offs before physical prototyping
- Explore strategies to shorten development cycles while maintaining safety and performance
- Identify scalable, manufacturable thermal solutions for next-generation EV platforms

10:40 NeoGraf Solutions

Thermal Runaway Propagation Is a Pack Architecture Problem — Not a Cell Problem

Bret Trimmer,** Applications Engineering Manager, **NeoGraf Solutions

As EV platforms transition toward cell-to-pack (CTP) and cell-to-chassis architectures, battery systems are becoming more energy-dense, structurally integrated, and space-constrained. Interstitial gaps are shrinking. Firewalls and traditional passive barriers are being reduced. Structural members are now directly adjacent to active cells.

In this environment, thermal runaway propagation is no longer solely a cell chemistry challenge — it is fundamentally a pack architecture problem.

This session reframes the discussion from material-level heat spreading to system-level propagation control, examining how passive thermal materials — specifically engineered graphite solutions — can be integrated directly into structural battery design to manage, redirect, and contain thermal events.

- Assess how CTP and cell-to-chassis architectures alter thermal runaway risk, including spacing reduction, structural load-path interaction, and energy density vs safety trade-offs.
- Optimise anisotropic thermal strategies, controlling in-plane and through-plane heat flow to limit cell-to-cell propagation and protect structural elements.
- Design passive heat routing and venting pathways to manage pressure, hot gas flow, and secondary ignition risk.
- Evaluate graphite as a passive propagation control layer, integrated within structural pack designs.
- Compare graphite with aerogel and ceramic barriers, balancing weight, manufacturability, cost, and scalability for high-volume EV production.

11:00 **NETWORKING BREAK**

11:40

Thermal Runaway Containment in Structural Battery Packs: Engineering Safety in Load-Bearing Energy Systems

As EV manufacturers adopt structural battery pack architectures to reduce vehicle mass and simplify manufacturing, engineers face a new safety challenge: ensuring effective containment of thermal runaway events within battery systems that also serve as load-bearing structural elements. Unlike traditional modular packs, structural designs often reduce internal separation and increase mechanical integration with the vehicle chassis, raising the risk of thermal propagation, gas accumulation, and structural damage during failure events.

This session explores how OEMs are developing advanced strategies to detect, isolate, and contain thermal runaway within structural packs, including thermal barrier materials, venting and off-gas management systems, and structural reinforcement approaches that prevent failure propagation. Experts will examine how pack-level safety engineering, thermal modelling, and crash integration strategies are being used to ensure that next-generation structural battery architectures meet the highest safety and regulatory standards while maintaining the mass and manufacturing advantages they promise.

- Understand how structural battery architectures change thermal runaway behaviour, including propagation pathways and gas management challenges.
- Evaluate containment strategies, including thermal barriers, venting systems, and structural reinforcement approaches.
- Assess how reduced modularity and increased integration impact failure isolation and safety performance.
- Identify the role of thermal modelling and pack-level simulation in predicting and mitigating failure events.
- Develop a practical framework for designing structural battery systems that meet safety and regulatory requirements under failure conditions.

12:00 DUPONT

Scaling Energy Density Without Scaling Risk: Increase Energy Density, Reduce Cost, and Simplify Assembly — Without Increasing Thermal and Safety Risk

Speaker TBC - DUPONT

As EV platforms transition toward larger-format cells, higher fast-charge rates, and cell-to-pack or cell-to-chassis architectures, OEMs face a fundamental engineering challenge:

How do you increase energy density and reduce cost — without increasing thermal runaway risk, structural vulnerability, or manufacturing complexity?

Battery packs are becoming structural members of the vehicle. Adhesives are replacing bolts. Fire barriers are being reduced. Thermal margins are shrinking.

Materials are no longer passive components — they are now critical enablers of safety, durability, and scalable manufacturing.

This session examines how next-generation structural adhesives, thermal interface materials, and fire-protection technologies are enabling OEMs to scale performance without compromising safety or production efficiency.

- Assess structural bonding strategies for high-energy packs, including crash performance, fatigue durability, and cell-to-chassis integration.
- Evaluate thermal interface optimisation under high C-rate charging, managing heat flux and protecting cycle life.
- Compare material-based fire mitigation approaches to limit thermal runaway without excessive weight.
- Identify scalable, automation-ready material solutions that reduce assembly complexity, improve yield, and lower $/kWh.

12:20 KINGFA

Halogen-Free Flame Retardancy in the Age of 800V Battery Architectures

Replacing Metal Without Increasing Risk: Advanced Flame-Retardant & Structural Polymers for Next-Generation EV Battery Packs

Khaled Rashwan, *Key Account Manager,* ***Kingfa Sci. & Tech. Co., Ltd.***

As EV platforms transition toward 800V architectures, larger-format cells, and cell-to-pack integration, OEMs face a critical balancing act: reducing weight and cost while improving fire safety, dielectric performance, and structural robustness. Traditional metal-heavy pack designs add mass and assembly complexity, yet replacing metal with polymers introduces new concerns around flame retardancy, arc tracking, dimensional stability, and crash durability.

This session examines how next-generation halogen-free flame-retardant polymers and reinforced engineering thermoplastics are enabling lightweight battery module and pack structures without compromising safety or compliance. By addressing high-voltage insulation, propagation resistance, structural load management, and recyclability, the discussion focuses on how material systems can solve emerging OEM challenges in scalable EV battery manufacturing.

- Evaluate material strategies for 800V+ battery systems, including high CTI performance, arc tracking resistance, and dielectric stability under elevated temperatures.
- Assess halogen-free flame-retardant solutions for battery modules and enclosures that meet fire safety standards without adding excessive weight or complexity.
- Compare reinforced thermoplastics and hybrid metal-polymer solutions for structural battery components, considering crash performance, fatigue resistance, and thermal cycling durability.
- Understand the trade-offs between metal and advanced polymers in cell-to-pack and structural pack architectures, balancing stiffness, weight, manufacturability, and cost.
- Identify scalable, recyclable material systems that align with global sustainability mandates and high-volume EV production requirements.

12:40 WACKER

Silicon Anodes at Scale: Managing Expansion, Durability & Safety in Next-Generation EV Batteries

Silicon-dominant anodes promise significant gains in energy density and fast-charge capability — yet volume expansion, particle fracture, and binder failure remain major barriers to scalable deployment in EV platforms. OEMs face a critical challenge: how to unlock silicon's capacity advantage without sacrificing cycle life, manufacturability, or safety margins.

This session explores the materials science behind silicon anode integration at scale, focusing on binder chemistry, mechanical resilience, and electrode architecture optimisation. It examines how advanced polymer and silicone-based binder systems can accommodate expansion stresses, maintain electrode integrity, and enable high-performance silicon blends to transition from pilot lines to gigafactory production.

- Evaluate the mechanical and electrochemical challenges associated with silicon-rich anodes in high-energy EV cells.
- Assess binder material strategies that enable expansion tolerance while maintaining adhesion and conductivity.
- Analyse trade-offs between energy density gains and durability risks in silicon-blended electrode designs.
- Understand process and manufacturing considerations for integrating advanced binders into gigafactory-scale production.
- Identify scalable material solutions that enable higher energy density without increasing warranty exposure or safety risk.

13:00 EVONIK Leading Beyond Chemistry

Reducing Scrap and Improving Yield in Gigafactory Battery Manufacturing: Materials Engineering for Scalable EV Production

Speaker TBC - EVONIK Industries

As systems scale toward higher energy density, faster charging, and gigafactory-level production volumes, performance is no longer defined by chemistry alone — manufacturing yield, process stability, thermal resilience, and long-term durability are now equally decisive.

This session examines how advanced specialty materials and process-enabling technologies are addressing these pressures across the battery value chain, from electrode additives that improve slurry wetting, dispersion, and coating uniformity, to fumed metal oxides enhancing cathode and separator performance, and high-performance polymers providing electrical insulation and thermal stability at module level.

It will explore how optimised coating and dispersing processes reduce defects and scrap in high-volume production, how fire-resistant coatings and ceramic-enhanced separators strengthen pack-level safety and thermal runaway resistance, and how next-generation innovations — including graphene-enhanced materials and additives for emerging solid-state and high-voltage chemistries — are preparing manufacturers for the next wave of EV battery performance and industrialisation.

- Understand how advanced additives and specialty materials improve electrode quality, yield, and cycle life
- Evaluate the role of functional materials in reducing scrap and enabling gigafactory-scale production
- Assess fire protection and separator strategies to enhance pack-level safety
- Explore how graphene and next-generation additives may improve energy density and charging performance
- Identify scalable material solutions aligned with future solid-state and high-performance battery architectures

13:20 **LUNCHEON**

14:20 intertek

How Testing Itself is Evolving In Response to Next-Generation Battery Architectures.

The Industry is shifting from "Does it pass the standard?" To "Do we truly understand how it fails at scale?"

Rich Byzcek, *Global Chief Engineer, Batteries,* ***INTERTEK***

As OEMs transition toward larger prismatic and pouch cells, cell-to-pack (CTP) integration, and structural battery architectures, traditional compliance testing such as UN 38.3 is no longer sufficient to characterise real-world failure behaviour. Battery packs are now structural members of the vehicle, energy density is rising, and fast-charging loads are intensifying — yet validation methodologies have historically remained compliance-driven rather than engineering-led.

This session explores how advanced pack-level abuse testing, controlled thermal runaway characterisation, high C-rate durability validation, and enhanced instrumentation are shifting the industry from simple pass/fail certification to data-rich failure analysis. By combining propagation studies, real-world duty cycle simulation, and evolving regulatory alignment, the discussion addresses how OEMs can better quantify risk, design mitigation strategies, and reduce warranty exposure in next-generation EV platforms.

- Evaluate whether traditional standards (e.g., UN 38.3, IEC 62660, UL, SAE) adequately reflect failure risks in large-format, CTP, and structural battery packs.
- Quantify thermal runaway and propagation risk using controlled initiation testing, gas and pressure analysis, and multi-cell propagation studies to inform pack architecture decisions.
- Assess abuse testing methodologies (nail penetration, crush, overcharge, thermal shock) for next-generation high-energy cells and structural pack designs.
- Interpret engineering-grade failure data to improve barrier validation, fire mitigation strategy development, and compliance with evolving US fire and transport regulations.
- Model real-world durability and fast-charge degradation through high C-rate cycling, environmental chamber integration, and accelerated lifetime testing to reduce long-term warranty exposure.

14:40 ONE

Domestic Battery Manufacturing in a Volatile Market: What Actually Scales?

The race to localise battery production in the United States has accelerated under the Inflation Reduction Act (IRA), yet the reality of scaling domestic cell manufacturing remains complex, capital-intensive, and highly volatile. Gigafactory announcements are easy; achieving stable yields, competitive $/kWh, and sustainable margins is not.

This session delivers a candid, engineering-led perspective on what actually scales in U.S. battery manufacturing — examining factory economics, capital intensity, production strategy decisions, and the operational trade-offs between domestic build-out and global partnerships. Rather than focusing on theoretical capacity targets, the discussion centres on industrial execution, risk mitigation, and long-term viability in a rapidly shifting EV market.

As EV demand cycles fluctuate and policy frameworks evolve, the industry must move beyond headline gigafactory announcements and confront the harder question: what battery manufacturing models are economically, operationally, and strategically sustainable?

This session offers a rare, pragmatic perspective on scaling domestic battery production in today's volatile market.

- Evaluate the real economic drivers of domestic cell production, including yield, scrap, formation, and capital expenditure impacts on $/kWh.
- Assess the risks and benefits of outsourcing vs full domestic manufacturing, particularly in volatile demand environments.
- Understand how IRA incentives influence production strategy, investment timing, and supply chain configuration.
- Identify operational bottlenecks in scaling from pilot to gigafactory, including automation, workforce, and process stability.
- Develop a realistic framework for determining what battery manufacturing models are truly scalable in North America.

15:00

Gigafactory Reality: Achieving Yield, Quality & Cost Targets in Battery Pack Manufacturing

Gigafactory scale is no longer the challenge — consistent, high-yield production is. While capacity announcements continue to grow, many operations are still constrained by scrap rates, process variability, rework, and quality escapes that directly impact cost and throughput.

At pack level, complexity increases further. Cell variation, module/pack assembly tolerances, joining processes, thermal interface application, and end-of-line validation all introduce yield loss mechanisms that are often underestimated at design stage.

This session delivers a practical, engineering-led view of what it takes to achieve stable yield, consistent quality, and competitive $/kWh in battery pack manufacturing. It examines how OEMs and suppliers are managing process control, reducing variability, and designing for manufacturability across high-volume production environments.

Rather than focusing on theoretical capacity, the discussion centres on the real operational drivers of yield and cost, and how small inefficiencies at scale translate into significant financial impact.

As the industry moves from pilot to full-rate production, execution — not design — has become the primary differentiator.

This session offers a clear, pragmatic view of how to deliver battery packs at scale, with the yield, quality, and cost performance required for commercial success.

- Understand the primary drivers of yield loss in battery pack manufacturing, including process variability, assembly tolerances, and material handling.
- Evaluate how design for manufacturability (DfM) impacts scrap rates, rework, and overall production efficiency.
- Assess the role of process control, in-line inspection, and data feedback loops in maintaining consistent quality at scale.
- Identify key cost drivers at pack level, including labour, automation, cycle time, and defect rates.
- Develop a practical framework for achieving stable, high-quality, and cost-effective battery pack production.

15:20 NEURAL CONCEPT

AI-Driven Engineering for Next-Generation EV Battery Systems

Speaker TBC - Neural Concept

As EV battery systems grow larger, more structural, and more thermally complex, traditional CAE workflows are struggling to keep pace. Full finite element simulations for crash, thermal, and structural validation can take hours or days per iteration — limiting design exploration and slowing development cycles.

AI-driven surrogate modeling is changing that equation.

This session explores how deep learning models trained on physics-based simulations are enabling engineers to predict structural and thermal performance in milliseconds — unlocking rapid design iteration, broader optimisation, and earlier risk identification across battery pack architectures.

- Understand how AI surrogate models can replicate physics-based simulations with significant speed gains
- Evaluate the application of real-time structural prediction for battery enclosure crash performance
- Assess how AI-driven workflows accelerate thermal and pack-level optimisation
- Identify opportunities to integrate generative design and multi-physics modelling into battery development pipelines
- Quantify how simulation acceleration reduces development risk, cost, and time-to-production

15:40

AI in Battery Development: Where It Actually Works Moving Beyond the Hype to Deliver Real Engineering Value

Artificial intelligence and machine learning have become some of the most talked-about technologies in battery R&D. Across the industry, AI is being positioned as a transformative tool capable of accelerating materials discovery, improving cell performance, and shortening development cycles.

Yet for many battery engineers, the practical question remains: where does AI actually deliver measurable value today?

While AI has shown promise in areas such as materials screening, predictive modelling, and advanced data analysis, many initiatives have struggled to move beyond research environments into practical engineering workflows. Data quality limitations, model interpretability, integration with existing simulation tools, and the realities of battery manufacturing all present significant barriers to implementation.

This session takes a pragmatic look at where AI is already working inside battery development programs — and where it still falls short.

Drawing on real-world industrial experience, the discussion will examine how AI can augment traditional electrochemical modelling, accelerate materials evaluation, and improve predictive understanding of battery behaviour across the development lifecycle.

Rather than presenting AI as a universal solution, the session focuses on specific use cases where it provides genuine engineering advantages, and how organisations can integrate AI tools into existing R&D processes without disrupting proven methodologies.

Key discussion points include:

- Where AI is delivering real value in battery R&D today (materials discovery, degradation modelling, test data analysis)
- Combining physics-based models with machine learning approaches
- Using AI to accelerate experimental design and materials screening
- Data challenges: quality, availability, and standardisation in battery research
- Bridging the gap between academic AI models and industrial deployment
- Lessons learned from early AI adoption in battery development programs
- Future opportunities for AI-driven battery innovation

16:00

Software-Defined Batteryes: Using AI, Data, and Adaptive Control to Optimise Performance, Safety and Lifetime Across EV Fleets

Hardware innovation alone can no longer deliver the performance, safety, and lifetime required by modern EV programmes. The next frontier is the software-defined battery, where AI-driven battery management systems, predictive thermal control, and adaptive charging algorithms dynamically optimise battery behaviour throughout its lifecycle. This session explores how next-generation BMS architectures—leveraging machine learning, digital twins, and fleet-wide telemetry—are enabling OEMs to improve charging performance, extend battery life, enhance safety, and unlock continuous optimisation through software.

- Understanding how AI-driven battery management systems are transforming battery control beyond traditional rule-based architectures.
- Exploring predictive thermal management strategies that dynamically optimise battery temperature and performance in real time.
- Examining adaptive charging algorithms that balance ultra-fast charging capability with long-term battery health and degradation mitigation.
- Learning how OEMs are leveraging fleet-wide battery telemetry and cloud analytics to improve diagnostics, lifetime prediction, and software optimisation across deployed vehicles.
- Identifying the data infrastructure, validation frameworks, and cybersecurity considerations required to safely deploy software-defined battery architectures at scale.

16:20 AFTERNOON BREAK

17:00

AI-Driven Battery Lifetime Modelling: What Can We Actually Predict?

Accurately predicting battery lifetime remains one of the most difficult challenges in EV development. Degradation is driven by coupled electrochemical, thermal, and usage-dependent factors, making real-world performance highly variable and difficult to model with confidence.

Traditional lifetime models — based on lab testing and conservative assumptions — often fail to capture this complexity at fleet scale. As a result, OEMs face uncertainty in durability targets, charging strategies, and warranty exposure.

This session examines how AI-driven modelling is being applied to improve degradation prediction and battery lifetime forecasting. By combining fleet telemetry, machine learning, and physics-based models, engineers are developing more accurate tools to understand ageing pathways and predict state-of-health under real-world conditions.

The focus is on the practical application of AI in lifetime modelling — where it improves predictive accuracy, enables optimisation of charging and usage strategies, and reduces uncertainty in long-term performance.

Rather than positioning AI as a replacement for traditional models, the discussion explores how hybrid approaches are being used to deliver more reliable, scalable lifetime predictions.

This session offers a clear, engineering-led view of how AI is being used to model battery degradation and improve EV battery performance over time.

- Understand the key drivers of battery degradation and why they are difficult to model using traditional approaches.
- Evaluate how AI and machine learning improve lifetime prediction through the use of fleet data and real-world operating conditions.
- Assess how hybrid modelling approaches combine physics-based models with data-driven techniques to increase accuracy.
- Identify how lifetime modelling informs charging strategies, performance optimisation, and warranty risk management.
- Develop a practical framework for deploying AI-driven lifetime models within EV development and validation processes.

17:20

Battery Data Analytics: What Are We Actually Learning from Fleet Data?

As EV fleets scale, OEMs now have access to vast volumes of real-world battery data — but extracting actionable insight remains a significant challenge. Raw telemetry alone does not translate into improved performance, reliability, or design unless it is structured, analysed, and fed back into engineering workflows.

Fleet data introduces complexity: inconsistent usage patterns, environmental variation, sensor limitations, and data quality issues can obscure degradation signals and failure precursors. At the same time, the opportunity is significant — real-world data provides visibility into behaviours that cannot be replicated in laboratory testing.

This session examines how OEMs are using battery data analytics to turn fleet telemetry into engineering value. It explores how data is being used to identify emerging failure modes, refine BMS algorithms, improve state estimation, and inform next-generation battery system design.

The focus is on the practical application of fleet data — how it is processed, validated, and integrated into development, validation, and operational decision-making.

Rather than focusing on data volume, the discussion centres on how to extract meaningful insight that improves performance, reliability, and long-term durability.

This session offers a clear, engineering-led view of how fleet telemetry is being used to drive continuous improvement in EV battery systems.

- Understand the challenges of working with large-scale fleet telemetry, including data quality, variability, and signal interpretation.
- Evaluate how OEMs use real-world data to identify degradation trends and emerging failure modes.
- Assess how data analytics informs BMS development, state estimation, and performance optimisation.
- Identify how fleet data feeds back into battery design, validation, and lifecycle management.
- Develop a practical framework for leveraging telemetry to improve battery reliability and long-term performance.

17:40

Achieving Ultra-Fast Charging Without Destroying Battery Life

Ultra-fast charging is now a core requirement for EV adoption — but pushing charge rates toward 350–500kW introduces failure mechanisms that directly impact battery life, safety, and warranty exposure. Lithium plating, accelerated degradation, and thermal stress are no longer edge cases; they are primary engineering constraints.

The challenge is not enabling peak charge rates, but sustaining fast charging performance without compromising long-term durability. Charge profiles, thermal conditions, cell design, and BMS control strategies must all operate within tightly managed limits to avoid irreversible damage.

This session provides a practical, engineering-led examination of how OEMs and cell developers are balancing charging speed with battery longevity. It explores how advanced charge control algorithms, thermal pre-conditioning, and cell-level design optimisation are being used to mitigate plating risk and manage degradation under high C-rate conditions.

The focus is on the trade-offs between charging performance and lifecycle durability, and how these are being managed in real-world vehicle platforms.

Rather than focusing on headline charging speeds, the discussion centres on what it takes to deliver consistent, repeatable fast charging without increasing warranty risk or reducing usable battery life.

This session offers a clear, pragmatic view of how ultra-fast charging can be achieved without compromising long-term battery performance.

- Understand the key degradation mechanisms associated with ultra-fast charging, including lithium plating and thermal stress.
- Evaluate how charge control strategies and BMS algorithms manage risk at high C-rates.
- Assess the role of thermal management and pre-conditioning in enabling safe, repeatable fast charging.
- Identify cell design and chemistry considerations that support higher charge rates with minimal degradation.
- Develop a practical framework for balancing charging speed, performance, and battery lifetime.

18:00

800V–1000V Architectures: What Actually Changes at High Voltage?

As OEMs transition from 400V to 800V and beyond, high-voltage architectures are becoming essential to enable ultra-fast charging, reduce current loads, and improve drivetrain efficiency. However, increasing system voltage introduces a new set of engineering constraints that extend far beyond simple scaling.

Higher voltages place greater demands on insulation systems, dielectric materials, and component spacing, while increasing the risk of partial discharge, arcing, and long-term degradation. At the same time, thermal behaviour, switching performance, and system-level efficiency must be carefully managed across power electronics, cabling, and battery pack design.

This session provides a practical, engineering-led examination of how high-voltage battery systems are being designed and integrated into next-generation EV platforms. It explores how OEMs are addressing insulation coordination, material selection, safety strategies, and packaging constraints under higher electrical stress.
The focus is on the trade-offs between performance, safety, and reliability when operating at 800V–1000V, and what this means for system design, validation, and long-term durability.
Rather than focusing on voltage as a headline figure, the discussion centres on the real engineering implications of moving to high-voltage architectures.
This session offers a clear, pragmatic view of how to design and deliver high-voltage battery systems that perform reliably at scale.

- Understand the key challenges introduced by 800V–1000V systems, including insulation, dielectric stress, and electrical safety risks.
- Evaluate how high voltage impacts thermal behaviour, switching performance, and overall system efficiency.
- Assess material selection and design strategies for managing partial discharge, arcing, and long-term degradation.
- Identify integration challenges across battery packs, power electronics, and vehicle architecture.
- Develop a practical framework for designing safe, reliable, and high-performance high-voltage battery systems.

18:20

Battery Aging & Degradation: What Actually Drives Lifetime Performance?

Battery lifetime remains one of the least predictable aspects of EV performance. Degradation is driven by coupled electrochemical, thermal, and usage-dependent factors, making real-world ageing highly variable and difficult to model with confidence.

Laboratory testing and standard cycle profiles often fail to capture the complexity of field conditions — including fast charging behaviour, temperature variation, and diverse duty cycles — leading to gaps between expected and actual performance.

This session provides a practical, engineering-led examination of the real drivers of battery degradation. It explores how engineers are combining electrochemical modelling, real-world usage data, and machine learning analytics to better understand ageing mechanisms and improve lifetime prediction.

The focus is on the interaction between chemistry, operating conditions, and usage patterns, and how these influence capacity fade, resistance growth, and long-term reliability.

Rather than relying on simplified assumptions, the discussion centres on how to build more accurate, data-informed models that reflect real-world behaviour.

This session offers a clear, pragmatic view of how to understand, predict, and manage battery degradation in next-generation EV platforms.

- Understand the primary mechanisms driving battery ageing, including lithium plating, SEI growth, and thermal effects.
- Evaluate the limitations of traditional lifetime testing and modelling approaches.
- Assess how real-world usage data improves understanding of degradation behaviour.
- Identify how electrochemical models and machine learning can be combined to enhance prediction accuracy.
- Develop a practical framework for improving battery lifetime prediction and durability performance.

18:40

Why Battery Packs Fail in the Field: Understanding Real-World Failure Mechanisms in EV Battery Systems

Despite extensive laboratory validation and compliance testing, many EV battery failures only emerge once vehicles are deployed in real-world operating environments. Variations in usage patterns, environmental conditions, and charging behaviour can expose weaknesses that are difficult to replicate during development testing.

This session examines the most common root causes of field failures in EV battery packs, including cell mismatch, thermal gradients within densely packaged systems, BMS calibration errors, and accelerated degradation caused by repeated fast charging. By analysing real-world performance data and failure investigations, experts will explore how these mechanisms interact to create safety risks, performance loss, and warranty exposure. The discussion will highlight how improved pack design, thermal management strategies, more accurate battery management algorithms, and better validation methodologies can reduce failure risk and improve long-term reliability across large EV fleets.

- Understand the most common root causes of field failures, including cell imbalance, thermal gradients, and BMS calibration issues.
- Evaluate how real-world usage patterns and environmental conditions drive degradation and failure.
- Assess the limitations of current validation and testing methodologies in predicting field performance.
- Identify how interacting failure mechanisms propagate at pack level to create safety and reliability risks.
- Develop a practical framework for improving pack design, validation, and operational strategies to reduce field failures.

19:00

Warranty Risk in EV Batteries: Predicting Failure Before It Becomes a Cost

As EV fleets scale globally, battery warranties are emerging as one of the most significant financial risks facing automakers. While laboratory testing and validation programmes are designed to characterise degradation and ensure compliance with performance targets, real-world vehicle usage often introduces operating conditions that differ significantly from controlled test environments. This session examines how real-world degradation patterns, charging behaviour, thermal exposure, and duty cycles influence long-term battery performance and warranty exposure. Experts will explore the gap between traditional abuse testing methodologies and real-world usage scenarios, and how OEMs are developing more predictive approaches to identify early signs of failure before they lead to costly field issues. By combining advanced diagnostics, fleet telemetry, and predictive modelling, manufacturers are working to detect emerging failure modes earlier, improve durability forecasting, and reduce the long-term financial risk associated with EV battery warranties.

- Understand the key drivers of battery warranty risk, including degradation variability, usage patterns, and environmental factors.
- Evaluate the gap between laboratory validation and real-world performance in predicting long-term reliability.
- Assess how diagnostics, fleet telemetry, and predictive models can identify early signs of failure.
- Identify how degradation and failure mechanisms translate into warranty cost and financial exposure.
- Develop a practical framework for reducing warranty risk through improved prediction, monitoring, and design strategies.

19:20

Battery Recyclability & Design for Disassembly: Engineering EV Battery Packs for Circularity

Permanent adhesives, sealed modules, and highly integrated structures create significant barriers to disassembly and recycling. At the same time, OEMs must maintain performance, safety, and cost targets, creating competing design requirements.

This session provides a practical, engineering-led examination of how design-for-disassembly is being integrated into next-generation battery systems. It explores how engineers are rethinking pack architectures, joining methods, and material selection to enable efficient dismantling and recovery without compromising structural integrity or manufacturability.

The focus is on the trade-offs between integration, performance, and circularity, and how these are being managed across the battery lifecycle.

Rather than treating recycling as a downstream process, the discussion centres on how early design decisions determine end-of-life outcomes.

Experts will examine how OEMs and recyclers are collaborating to develop battery packs that can be efficiently disassembled, safely processed, and reintegrated into the battery materials supply chain, without compromising structural performance, safety, or manufacturability.

- Understand how current battery pack designs impact recyclability, disassembly time, and material recovery efficiency.
- Evaluate design strategies for disassembly, including modular architectures, reversible joining methods, and adhesive alternatives.
- Assess the trade-offs between structural integration, safety, and end-of-life processing.
- Identify how OEM–recycler collaboration influences pack design and recycling outcomes.
- Develop a practical framework for integrating circularity into battery system design from the outset.

19:40 Chairs Closing Remarks

Designing Battery Packs for Serviceability and Repair

As EV fleets scale, battery repairability is becoming an operational and financial constraint. Highly integrated architectures — including structural packs and cell-to-pack designs — reduce part count and improve performance, but often make inspection, access, and repair significantly more difficult.

Traditional service models are no longer directly applicable. Limited access to cells, permanent joining methods, and tightly integrated thermal and structural systems increase repair complexity, cost, and downtime — often pushing packs toward full replacement rather than targeted repair.

This session provides a practical, engineering-led examination of how OEMs are addressing serviceability within next-generation battery designs. It explores how access strategies, modular substructures, diagnostic capabilities, and reversible joining methods are being used to enable repair without compromising structural integrity or safety.

The focus is on the trade-offs between integration, performance, and serviceability, and how these impact lifecycle cost, warranty strategy, and field operations.

Rather than treating service as an afterthought, the discussion centres on how early design decisions determine whether packs can be repaired — or only replaced.

This session offers a clear, pragmatic view of how to design battery systems that can be maintained in real-world conditions.

- Understand how highly integrated pack architectures impact serviceability, repair time, and cost.
- Evaluate design strategies for enabling access, modular repair, and component replacement.
- Assess the role of diagnostics and BMS data in identifying repairable faults.
- Identify trade-offs between structural integration, safety, and field service requirements.
- Develop a practical framework for designing battery packs that support efficient repair and maintenance.

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24M Technologies	Vice President of Business Development
3M Inc	Sr. Account Executive
Adhesive Applications	Technical Representative
Advantech International	Senior Manager, Sales & Marketing
Advantech International	Sales Engineer/R&D
Advantech International	Engineer
Advantech International	Business Development Specialist
Advantech International	Sales Engineer/Business Development
AISIN TECHNICAL	Materials Engineer
AkzoNobel	Regional Marketing Specialist – NA, Powder Coatings
AkzoNobel	Business Development Manager
AkzoNobel	Regional Segment Manager – Functional & EV, Powder Coatings, North America
AkzoNobel	Automotive Innovation Manager, Powder Coatings
AkzoNobel	Functional Product Manager, Powder Coatings
AkzoNobel	Regional Segment Manager – Functional&EV, NA
AkzoNobel	Regional Marketing Specialist
AkzoNobel	eMobility Specification Sales Manager
Alpha Engineered Composites	Director, Technology Development and Innovation
American Fairfield Inc.	Assistant of Sales Manager
American Fairfield Inc.	General Manager
Ampcera Inc.	Chief Technology Officer, Co-Founder
Ampcera Inc.	Co-founder and CEO
Amphenol	Director Business Development
AMPHENOL	Account Manager
AMPHENOL	Business Development Manager
Amphenol Advanced Sensors	Technical Account Manager
Ample	Sr. Battery Algorithms Engineer
Ample inc	Principal Engineer, CAE
Ample inc	Simulation Engineer
Ample, inc.	Director, CAE
And Aero	Co-Founder
And Aero	Founding Design Engineer
Apple	Battery algorithm specialist
Apple	Manufacturing Design Manager
Apple Inc	Hardware Engineer, SPG
Apple Inc	Materials PD
Apple Inc	Apple Product Design
Apple Inc	Battery Production Design and Process
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Arbin Instrument	Sales Engineer
Archer Aviation	Battery Engineer, Thermal CFD
Archer Aviation	Cell Engineer
Archer Aviation	Technical Specialist, Battery Module
Archer Aviation	Staff Manufacturing Engineer
Archer Aviation	Technical Specialist, Battery Module
Archer Aviation	Battery Thermal Analyst
Archer Aviation	Senior Mechanical Engineer at Archer - Battery
ARGOMM SPA	Sales Engineer
ARGOMM SPA	Sales Engineer
ARKEMA	Lead Technical Service Engineer
Arnold Fastening Systems	Application Sales Engineer Flowform
Arnold Fastening Systems	Director Functional Parts Pre-Series Production
Arrowhead	Regional Independent Sales Representative
Arteco	OEM Technical Support Manager
Asahi Kasei Plastics NA	OEM Manager
Ascend Elements	New Business Development Manager
Asheville Mica Company	Senior Sales Engineer
Aspen Aerogels	Engineer
ASPEN AEROGELS INC	Head of Sales & Business Dev – NA EV's
ASYST Technologies, L.P.	Senior R&D Engineer
ATF	General Manager – Threadforming Segment
ATF	EV Sales Engineer
Avery Dennison	Business Development Manager
AVL	Account Manager
AVL	Manager - Advanced Simulation Technologies
AVL	Inside Sales Specialist
AVL	Senior Account Manager
Avnet	Sales Director, Lightspeed and Transportation
Bamboo Charge	Manager
BASF	Head of Polyurethane system and Polyol R&D
BASF	Technical Manager

BASF	Market Segment Manager, eMobility
BASF	General Manager
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Battery Metals, Inc.	Founder & CEO
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bdtronic	Engineering Director
bdtronic	Sales Engineering Director
bdtronic	Sales Engineer
bdtronic	Senior Advisor
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Blue Current Inc.	Chief Technology Officer
Blue Current, Inc.	Marketing Communications
Blue Current, Inc.	Sr. Manager, Battery R&D
Blue Current, Inc.	Marketing Communications Associate
BMW	Sr. Battery Pack Engineer
BMW of North America, LLC	Senior Battery Technology Engineer & Technology Scout
bostik	Business Development Manager
Boyd	Director of Product Management – Engineered Materials
Boyd	Technical Lead, New Product Development
Boyd	Field Application Engineer
BP CASTROL	eMobility OEM Liaison
C-Therm Technologies	CEO
Cabot	Senior Global Marketing Communications Manager
Cabot	Global Segment Manager
Cabot	R&D Manager
CALOGY SOLUTIONS	Business Development Strategist
CALOGY SOLUTIONS	Innovation Manager
CALOGY SOLUTIONS	Product Validation
Cambium Biomaterials	Engineer
Canoo	HV Battery Design Release Engineer
Carbice Corporation	Director of Industrial Power & Data
Cargill Bioindustrial	Business Development Manager
CARRAR	CEO
CARRAR	Marketing
CARRAR	Vice President of R&D
Caterpillar Inc.	Control Systems Engineering Specialist
Caterpillar Inc.	Engineer
CATL	Conference Chair
CATL	Lead Systems Engineer
CC Polymers LLC	Engineering Manager
Cernitin Solutions	President
Chase HumiSeal	Sales Manager
Chasecorp	Global Sales & Technical Services Director
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Chevron Inc.	Manager – Emerging Products
CHT	Regional Sales ManagerV
Cincinnati Test Systems	Sales Engineer
COHERENT	Business Development Manager
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Constellium	Global Leader Customer Application Engineering Transportation, Industry and Defense
Constellium	Key account manager Packaging and Automotive Rolled Products
Constellium	Product Development Manager
Convergent Science Inc.	Senior Principal Account Manager
Convergent Science Inc.	Senior Research Engineer
Convergent Science Inc.	Office Assistant
COVESTRO	Global Technical Lead-Batteries
COVESTRO	Market and New Business Development
COVESTRO	Market Development Manager-Americas Battery Packaging and E-Powertrain
COVESTRO	Marketing Manager at Covestro- Automotive Adhesives and Sealants
COVESTRO	Senior Technical Sales Specialist
CSZ PRODUCTS	Western Regional Sales Manager
Cuberg Inc	Staff Battery Systems Engineer
Cuberg Inc	Staff Thermal Engineer
Cuberg Inc.	Manager - CAE
Cuberg Inc.	Staff Mechanical Engineer
CUMMINS	Systems Test Engineer

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Dana	Lead Systems Engineer	Evonik	Automotive OEM Business Development Manager
DavidL.ai	Engineer	Evonik	Segment Manager Automotive & Mobility
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Direct Electrical	Electrician	ex-Nikola Corporation	Sr Director, Battery Systems Engineering & Vehicle Level
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Doosan	Engineer	Exponent	Senior Managing Engineer
Dow	Engineered Materials	Exponent, Inc.	Senior Managing Engineer
Dow	Key Account Manager	Exponent, Inc.	Battery Consultant
Dow	Research Scientist	FARADAY FUTURE	Sr. Thermal Control Engineer
Dow	TS&D Director	FARADAY FUTURE	Thermal Control Engineer
Dow	Business Development Leader	FARADAY FUTURE	Technical Specialist
Dow Chemical	Commerical Director	Figure AI	Staff Mechanical Engineer
DTP Thermoelectrics	CTO	Figure AI	Mechanical Engineer
DuPont	Global Integrated Marketing Communications Leader	Figure AI	Thermal Engineer
DuPont	Principal Investigator	Fisker Inc	Battery Design Engineer
DuPont	Marketing & Business Development Manager-EV, AMS	Ford Motor Company	HV Battery ESE BEC Engineer
DuPont	Research Investigator	Ford Motor Company	Battery Module and Pack Development
DuPont	Commercial Manager	Ford Motor Company	Sr. Battery Pack Manager
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DuPont	NA Battery Technology Leader, Transportation Technologies	Ford Motor Company	EPE Thermal Systems Engineer
DuPont	R&D Technical Manager	Ford Motor Company	Systems Engineer, EPE Thermal Controls
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DuPont	Global Business Development Leader	Ford Motor Company	Research Engineer
EJOT	Senior Business Development Manager	Ford Motor Company	Structural System – Product Development Joining Engineer
EJOT ATF	Director of Sales	Ford Motor Company	Joining Engineer
EJOT ATF	Director of Product Management	Ford Motor Company	Fastener Engineer Electrified Systems
EJOT ATF	Executive Vice President – Sales and Engineering	Ford Motor Company	Electrified Systems Engineering
EJOT ATF	Global Key Account Manager	Ford Motor Company	R&D Fastening Solutions
EJOT ATF	EV Sales – Engineer	FORVIA	Innovation Project Manager
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Elantas	VP & Business Line Director	FreeWire Technologies	Sr. Battery Pack/Module Design Engineer
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Elkem ASA	Scientist	General Motors	Advanced Propulsion Thermal Engineer
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Elroy Air	High Voltage – Battery Design	GENERAL MOTORS	DRE – Battery Module
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Erwin Quarder	Sales Manager	H.B. Fuller	EV/Battery Adhesive Expert
Erwin Quarder	Product Development Manager	H.B.Fuller	BDM-Battery
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Erwin Quarder	Key-Account-Manager	Hanyang University	Master Student
Erwin Quarder Systemtechnik	R&D Director	Hanyang University ERICA	Staff Battery Design Engineer
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Lucid Motors	Engineer, HV Battery Systems
Lucid Motors	FE Manager
Lucid Motors	FE Sr. Engineer
Lucid Motors	FE Tech Specialist
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Lucid Motors	HV Mech. Engineer
Lucid Motors	Manager - Battery Cell Engineering
Lucid Motors	Manager, HV Mechanical Charging
Lucid Motors	Manager, Stationary Energy Storage
Lucid Motors	Mechanical Design Engineer
Lucid Motors	Mechanical Engineer
Lucid Motors	Mechanical Engineer - High Voltage Battery Pack
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MIBA Battery Systems	Head of Business Development
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MILWAUKEE TOOL	Design Engineer
MILWAUKEE TOOL	Principal Engineer Portable Power Systems
Moleaer Inc.	Senior Research Scientist
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Momentive	Americas Marketing Manager
Momentive	Account Manager
Momentive	Applications Development Engineer
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Monarch Tractor	Battery Mechanical Engineer
Monarch Tractor	Battery Mechanical Engineer
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NeoGraf Solutions	Applications Engineering Manager
NeoGraf Solutions	New Business Development Manager
NeoGraf Solutions, LLC.	New Business Development Manager - E-Mobility
NexTech Batteries	Chairman & CEO
NIPPON KAYAKU	Business Development Manager
Nissan Chemical America Corp	Senior Market Researcher
Nissan Motor Corporation	Battery Researcher
Nissan North America, Inc.	Senior Manager
Nitto Denko Technical Corp	Innovation Analyst
NOBLE.AI	Strategic Account Director
NOBLE.AI	Director
NOBLEAI	Sr. Solutions Engineer
Norma Group	Sr. R&D Engineer
Norma Group	Director Sales OE Americas
Norma Group	Key Account Manager
Norma Group	Director Sales OE Americas
NOVAGARD	Chief Engineer and R&D Counsel, Thermal Product Platform Development
Novelis	Principal Engineer
National Renewable Energy Laboratory	Chief Energy Storage Engineer
Octillion Power Systems	President | Greentech Leader
Octillion Power Systems	Director of Engineering
Oetiker	Head KAM Oil & HVAC
OETIKER GROUP	Application Manager - eMobility & Thermal Management
OETIKER GROUP	Senior Design Release Engineer
One | Our Next Energy	VP Engineering
One | Our Next Energy	Senior Mechanical Engineer
One | Our Next Energy	Mechanical Engineer
One | Our Next Energy	Chief Engineer
PACCAR	Powertrain Test & Development Engineer
Parker Lord	Marketing Specialist
Parker Lord	Field Application Engineer II
Parker Lord	Engineering Specialist I
Parker Lord	Global Engineering Manager
Parker Lord	Key Account Manager
Parker Lord	Chemical Technology Fellow
PARKER LORD	Application Engineer
PARKER LORD	Business Development Manager
PARKER LORD	Market Development Manager
Perstorp Group	Business Development Director, Engineered Fluids, Americas
Phillips 66	Scientist
Phononic	Director Product Management
Plasmatreat	Key Account Technologist and Business Development Manager
Plasmatreat	Technologist/Business Development
Plasmatreat	Technologist
Plasmatreat USA, Inc	VP Strategic Market Development
Polaris	Field Performance Manager - Electrical Systems
Poly-nova	Vice President, Marketing & Sales
POLYMER SCIENCE	Account Manager
Porex, Filtration Group	Sales Engineer
Posifa Technologies	Sales Director
Posifa Technologies	CEO & Co Founder
Posifa Technologies	Technical director
PowerCO US	Chief Executive Officer
Proterra	Sr. Staff Engineering Program Manager - Battery Technology
Proterra	Project HV/LV Mechanical Design Engineer
Proterra	Battery Engineer
Proterra	Structural Analysis Engineer
Proterra	Director, Mechanical Design
Proterra	Mechanical Engineer
Proterra	Staff Systems Engineer
Proterra	Cell Engineering Manager
Proterra	Design Engineer
Proterra	Mechanical Design Engineer
Proterra	Program Management
Proterra	Sr. Mechanical Design Engineer
Proterra	Project engineer battery
Proterra	Senior Mechanical Engineer | Battery Module
Proterra	Director Product Manager
Pyromeral Technology	VP Business Development
Quantum Copper Inc	Co-Founder
Quantum Copper Inc	Director, Co-Founder
QuantumScape	Principal Product Manager
QuantumScape	Mechanical Engineer
QuantumScape	Thermal Engineer
QuantumScape	Chief Marketing Officer
Quantumscape	Senior Process Engineer
QuantumScape	MTS Mechanical Engineer
QuantumScape	Battery Safety & Mechanical Reliability Test Manager
QuantumScape	Member of Technical Staff
Rivian	Senior Battery Cell Engineer, Modeling
Rivian	Sr. Staff Cell Mechanical Engineer
Rivian	Sr. Staff Mechanical Design Engineer, Thermal
Rivian	Lead Mechanical Design Engineer
Rivian	Manager, Prototype and Validation
Rivian	Staff Cell Mechanical Engineer
Rivian	Senior Battery Design Engineer
Rivian	Staff Mechanical Design Engineer - Battery
Rivian	Lead Global Supply Chain Manager
Rivian	Sr. Staff Mechanical Engineer
Rivian	Staff Mechanical Design Engineer - Battery
Rivian	Senior Manager, Mechanical Engineering
Rivian	Sr. Electronic Design Manager
Rivian	Senior Mechanical Engineer
Rivian	Battery Safety Engineer
Rivian	Sr Manager, Battery Modeling and Integration
Rivian | Volkswagen Group Technologies	Hardware Functional Safety - Electrical Architecture, Product Development
Saint-Gobain Performance Plastics	Tech BIZ DEV MGR
Saint-Gobain Research North	Senior Research Engineer
Scharf Energy Consulting LLC	Founder and CEO
Sekisui Products, LLC	Business Development Manager
Sekisui Products, LLC	Global Marketing Manager, New Fluids
SGR - North America	R&D Manager
Shell	Technology Manager Thermal & Dielectric Fluids
Shell	Global Marketing Manager, New Fluids
Shell	Associate Technology Manager, Coolants
Shell	Strategic Alliance Business Development Manager, Americas
Shell	E-Fluids Business Development Manager, NA
Shell	Global Marketing Manager, New Fluids
Shibaura Electronics of America	Director of Sales
Shin Etsu Silicones	North America Marketing Manager
Shin Etsu Silicones	Business Development Manager
Shin Etsu Silicones	Regional Manager
Shin-Etsu Silicones	National Business Manager-RTV/TIM
Shin-Etsu Silicones	Market Development Engineer
SIEMENS	Portfolio Development Executive - Simcenter
Sika	Vice President -Head Global Automotive Marketing
Sika	Technical Sales Manager – E-Mobility
Sika	Market Field Manager - Global Automotive
SIka	Key Account Manager
Sika	Director of Sales – Auto
Sika	R&D Project Leader
Sika	Project leader
Sila Nanotechnologies	Staff Battery Engineer
Simlionics	Sr Manager, Battery Modeling and Integration
SOGEFI GROUP	Director of Engineering
Sogefi Group	Director Innovation/Electrification
Sogefi Group	Product Engineer
Sogefi Group	Director - Manufacturing Engineering
Sogefi Group	Director of R&D North America
Solvay	Global Product Stewardship Manager
Southwest Research Institute	Research Engineer - Battery Systems Research & Innovation
Southwest Research Institute	Research Engineer
SPAL USA	Automotive Applications Engineer
SPAL USA.	Sales and Market Manager
SSI Technologies, LLC	Business Development Manager
SSI Technologies, LLC	Business Development Leader
Stafl Systems	Mechanical Engineer
Stafl Systems	Mechanical Design Engineer
Stafl Systems	Staff Mechanical Engineer
Stafl Systems	Sr. Mechanical Engineer
Stafl Systems	Solution Driven Engineer
Stanford University	Postdoctoral researcher, Mechanical Engineering
Stanley Engineered Fastening	Vice President of Marketing Joining Systems & Solutions

Stanley Engineered Fastening	Global Business Development Engineer
Stanley Engineered Fastening	VP, NA Electrification & Mobility
Stanley Engineered Fastening	Account Manager
Stanley Engineered Fastening	EV Battery Innovation Lead
Stellantis	Battery Thermal Performance Lead
Stellantis	Materials Supervisor
Stellantis	Design Release Engineer
Stellantis	Product Validation, Durability, & Materials
Stirweld	IWE Welding Engineer
Stirweld	Business Developer
TDK	Director of Marketing
TDK	Product Marketing Manager
TDK	Sr. Account Executive
TDK	Account Executive
TDK	Director Region Pacific Sales
TDK	Marketing Communications Manager
tenneco	Global Key Account Manager at Tenneco
tenneco	Product Development Engineer
tenneco	Senior Business Development Manager - Systems Protection Division
tenneco	Business Development / Systems Engineer
tesa	Digital Marcom Specialist
tesa	Applications Solutions Engineer
tesa	Market Segment Manager
tesa	Business Development Manager
tesa	Regional Key Account Manager
tesa	Sales Manager
tesa	Lab Manager
tesa	Regional Corporate Communications Manager
tesa	Account Manager
tesa	Business Development Engineer – EV Battery
Tesla	Battery Safety
Tesla	Controls Engineer
Tesla	Data Analyst
Tesla	Engineer
Tesla	EV Thermal Engineer
Tesla	Global Supplier Industrialization Engineer
Tesla	Global Supply Manager
Tesla	Group Manager, Global Supply Management
Tesla	GSM Group Manager Chemicals & Coatings
Tesla	Industrialization Engineer (Cell Manufacturing)
Tesla	Lead Research Engineer - Battery Design
Tesla	Manager - Battery Structures
Tesla	Manager GSM Materials
Tesla	Manager, Sourcing / Procurement Engineering
Tesla	Materials Engineer
Tesla	Mechanical Design Drive Systems
Tesla	Mechanical Design Engineer, Battery Structures
Tesla	Principal Materials Engineer
Tesla	Senior Battery Analysis Engineer
Tesla	Senior Mechanical Design Engineer
Tesla	Senior Mechanical Design Engineer, Battery Structures
Tesla	Senior Mechanical Engineer
Tesla	Senior Staff CAE Engineer
Tesla	Senior Staff Mechanical Design Engineer
Tesla	Sr Materials Engineer, Adhesives
Tesla	Sr Supplier Industrialization Engineer
Tesla	Sr Systems Design Engineer
Tesla	Sr. Engineer, Tribology
Tesla	Sr. CAE Engineer
Tesla	Sr. CAE Engineer, Battery Engineering
Tesla	Sr. Staff Engineer
Tesla	Sr. Staff Materials Engineer
Tesla	Sr. Staff Polymer Materials Engineer
Tesla	Staff CAE Engineer
Tesla	Staff Cell Modeling Engineer
Tesla	Staff Engineer
Tesla	Staff Materials Engineer
Tesla	Staff Materials Engineer, Adhesives
Tesla	Staff Mechanical Design Engineer
Tesla	Staff Mechanical Design Engineer – Fasteners
Tesla	Staff Mechanical Engineer
Tesla	Staff Supplier Industrialization Engineer
Tesla	Supply Chain Manager
Tesla	Supply Chain Program Manager
The Battery Saloon	Founder & Managing Director
TI Fluid Systems	Adv. Tech Manager New Energy Storage
TI Fluid Systems	Technical Specialist Battery Systems

Total Energies	Product Engineer - Li-ions Battery specialist
Total Energies	Global Key Account Manager
Total Energies	Product Engineer Battery Fluids | Battery Specialist
TRB Lightweight Structures	Director of Sales NA
TWS TECHNOLOGY	Senior NPD Manager
UFi Filters USA	Sales Manager – New Energy Vehicles NA
UFi Filters USA	Human Resource and Compliance Manager
UL Solutions	Automotive Senior Product Specialist
US Department of Transportation	Physical Scientist
VALEO	Innovation & Business Development Manager
Ventiva	CTO
Vicor Corporation	Automotive Principal Field Applications Engineer
Viscotec	Applications Engineer
Viscotec	Area Sales Manager
Viscotec	Senior Staff Systems Engineer
ViscoTec America	EV & Battery Business Development Manager
Volvo Cars	Senior Cell Engineer
Volvo Cars	Head of Battery R&D Tech Center
Von Roll	Sales Manager
VONROLL	Sales Manager
VONROLL	Global Technical Expert Resins
VONROLL	Vice President and CFO North America
VONROLL	Head of Business Development
VONROLL	Regional Sales Manager
W.L. Gore and Associates	Project Manager
WACKER	MARCOMM Manager
Wacker	Technical Laboratory Chemist, BS Chemistry
Wacker	Business Development Manager
Wacker	Marketing Manager
Wacker	Technical Laboratory Chemist, BS Chemistry
WACKER CHEMICALS	Development Manager
WACKER CHEMICALS	Technical Marketing Manager
WACKER CHEMICALS	Marketing Manager, Automotive
Washington Mills	Sales Manager Western Territories
Weldtone Technology Co.	Director of Technical Sales
Weldtone USA	CTO & Founder
Weldtone USA	Global Technical Director, Automotive EV Buisness
Wevo Chemical Corporation	Director Market Development & Sales
Wilden s.r.l.	R&D Manager
Wisk Aero	ESPS IPT Lead
Wisk Aero	Powertrain SME
Wisk Aero	ESPS Test Supervisor
Wisk Aero	Cell Team Manager
Wisk Aero	Manager, Power Management Distribution & Charging
Wisk Aero	Manager, ESPS Thermal and Venting
Wisk Aero	Staff Battery Cell Engineer
Wisk Aero	Senior Thermal Analyst
Wisk Aero	Staff Battery Mechanical Engineer
Wisk Aero	Sr Thermal Analyst
Wisk Aero	Manufacturing Engineer
Wisk Aero	Sr Mechanical Engineer
Wisk Aero	Mechanical Engineer
Woco Group	Global Business Development
Woco Group	VP - Thermal management
Xera Energy	Founder
ZELTWANGER	President
ZELTWANGER	Sales Manager Automotive & eMobility
Zoox	CFD Engineer
Zoox	Energy Simulation Engineer
Zoox	HV-Battery Mechanical Engineer
Zoox	Manager, Vehicle HW Validation & Test - Mechanical
Zoox	Manager, Vehicle Powertrain Engineering, Powertrain Systems
Zoox	Mechanical Engineer
Zoox	Mechanical Engineer Charging
Zoox	Mechanical Engineer for HV Battery Systems
Zoox	Powertrain Engineer, HV Battery
Zoox	Senior Cell Technology Engineer
Zoox	Sr Mechanical Design Engineer
Zoox	Sr Validation Engineer, Powertrain
Zoox	Staff Mechanical Engineer
Zoox	Staff Thermal Integration Engineer
Zoox	Thermal Controls Engineer
Zoox	ME Engineer
Zoox	Mechanical Design Engineer

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LEADING OEM'S & BATTERY DEVELOPERS PRESENT IN 2026

Battery Technologists, Leading & Emerging OEMs, Cell manufacturers, Pack Integrators:

Lucid Motors, Rivian, **ONE | Our Next Energy,** Tesla, **Ford**, GM, **Stellantis**, Amazon, **BDTRONIC**, Apple, **Lyft**, AVL, **BMW**, Google, **BrightVolt**, JLR, **BYD,** CATL, **Clarios**, Cummins, **NIO**, SERES, **MAHINDRA AUTOMOTIVE NORTH AMERICA**, Custom Cells, **Daimler**, EaglePicher, **Samsung**, EnerSys, **BYTON**, ENOVIX, **Uber**, EnPower, **EoCell**, Polestar, **Canoo**, Factorial, **FISKER**, First National Battery, **Fluence**, Gogoro, **Gotion**, CARESOFT, **Group14**, GS Yuasa, **Harley Davidson**, Honda, **Hyundai**, John Deere, **LG**, MATHWORKS, **Lion Electric**, Mercedes Benz, **Milwaukee Tool**, Mitsubishi, **Natron Energy**, Nissan, **Panasonic**, Polaris, **PolyPlus**, Porsche America, **QuantumScape**, Robert Bosch, **Rolls Royce**, SAFT, **Sion Power**, SIONIC Energy, **DUPONT**, Solid Power, **Solid State Battery**, TRUMPF, **South 8 Technologies**, Lamborghini, StoreDot, **DASSAULT SYSTEMES**, Teledyne, **Texas Instruments**, Toshiba, **Toyota**, Triathlon Batterien, **Volkswagen**, Volvo, **Yokohama**, AMPCERA, **ASPEN AEROGELS**, Ferrari, **AVERY DENNISON**, BASF, **A123 Systems**, ABB, **Daimler Truck North America**, Morgan Advanced Materials, **SCANIA**, Total Energies, **Wevo**

THOUGHT LEADERSHIP

Position your company as a thought leader by sharing your latest innovations, insights and best practices on the electric vehicle battery recycling stage. Demonstrate your expertise through presentations, panel discussions and technical workshops to establish your company as an innovative industry leader.

MAXIMUM VISIBILITY

Showcase your brand to a highly targeted audience of battery manufacturers, OEMs, Tier 1 suppliers and recycling professionals from across the e-mobility sector. Enhance your visibility with prominent logo placement, booth displays, and speaking opportunities within the electric vehicle battery recycling community.

NETWORKING OPPORTUNITIES

Build meaningful connections and collaborations with leading experts, decision-makers and potential customers invested in e-mobility, sustainability and circular economy. The conference provides ample networking opportunities, including dedicated networking breaks, receptions and meeting with key stakeholders.

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ATTENDEE JOB TITLE CROSS SECTION 2026

Chief Engineer, Chief Scientists, **Head of Research**, Thermal Management – Battery Systems, **Vice President Battery Cell Process & Manufacturing Engineering**, Electrochemist, **Advanced Battery Cell Engineering**, Materials and Manufacturing, **Battery Module Thermal Management,** Simulation engineer/ HV Battery thermal management, **Director High Voltage Battery Systems**, Battery Management Systems Engineer, **Director Battery Pack Design and Thermal Management**, Chief Engineer, **Battery Systems Management Engineer**, Sr. Adv. Battery Modeling Engineer, **Sr. Staff Battery Cell Engineer**, Senior Project Manager, **Battery Cell Manufacturing Fluids and Thermal Management**, R&D Engineers, **Thermal Management Lead Engineers**, Electrified Powertrains, **Battery Research and Systems Engineers**, HV Battery Design and Testing, **Chief Engineer**, Thermal Management HV Components, **Thermal Management Modules Battery Electrical Vehicles**, Battery Management Systems (BMS) Designer, **Battery Management Systems (BMS) Engineer**, Chief Technology Officer, **Senior Mechanical Engineer**, Materials Engineer, **Powertrain Project Management**, Senior Thermal Multi-Physics Engineer, **Energy Storage Systems (ESS) Safety Engineer**, Technical Specialist, **Hardware Engineering**, Director Product Manager, **Director of Advanced Thermal Systems and Technology**, Battery Safety Engineer, **Senior Battery Technology Engineer**, Director – Manufacturing Engineering, **Senior Cell Engineer**, Lead Engineer Thermal Management System, **Thermal Management Research Engineer**, Projecthouse Thermal Management Modules, **Head of EV Battery Systems**, Thermal CFD Engineer, **Predictive Thermal Management High-Voltage Battery**, Senior Engineer – Virtual Design Development and Verification, **Electrification Battery Thermal**, Technical Lead – Thermal Management, **Analyst – Battery Thermal Management**, Team Leader – Battery Modeling and Diagnostic, **R&D (Battery Thermal System)**, Thermal Management CAE Engineer, **Senior Manager- Battery Thermal Simulations**, Battery Packs – Electrical, **Mechanical Thermal components Team Leader**, HV Battery Cell Vent Management Supervisor, **Senior Director**, Battery Storage, **Platform Battery Thermal Management Process engineering**, Director Thermal Management HV-Battery, **Director Battery System Product & Platform Management**, EV-Battery Production and Production Planning, **Thermal Systems Architecture Engineering**, Thermal Simulation Lead, **Director of Battery Cell and Module Technology**

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