

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

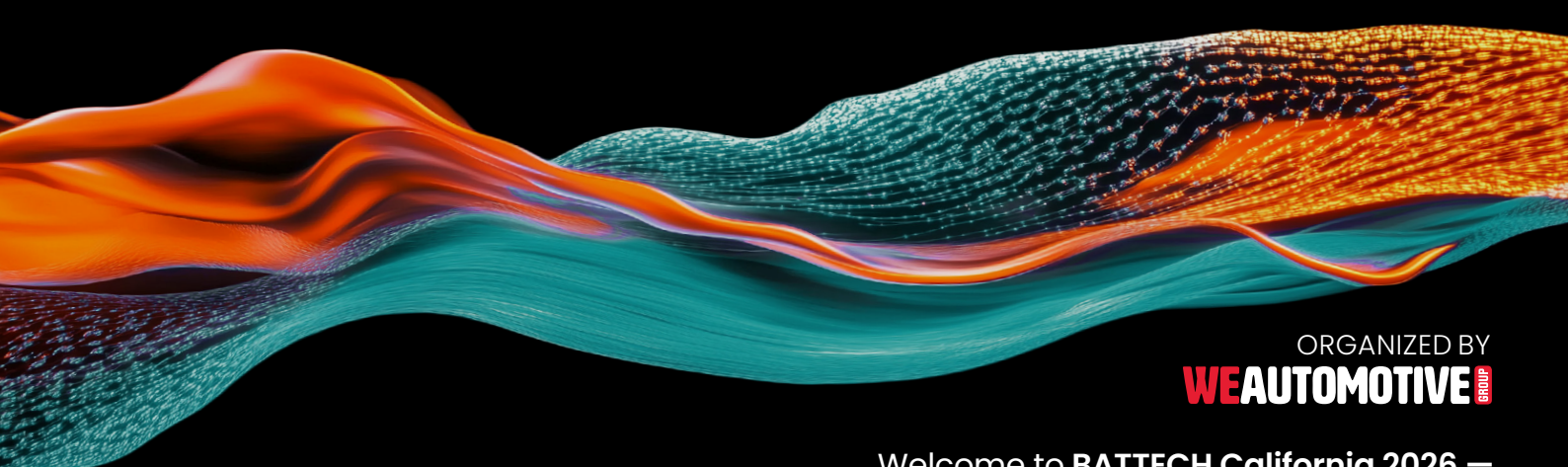
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Welcome to BATTECH California 2026 —
the evolution of Battery Thermal Management USA
BEVs are no longer constrained by chemistry alone

1 DAY
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
70% of Delegates Represent Leading Automotive OEMs

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



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



Smarter Fastening for Electric Mobility

Jackson Bowers, Application Engineer, Arnold Fastening Systems

From battery covers to coolant plates, our fastening and connection solutions are engineered for the demands of electric and hybrid vehicles.

Key Applications:

- Pierce/clinch nuts for secure BIW and battery cover fixation
- Flowform screws for single-sided lightweight coolant plate assembly
- Conform Next components for sealed, complex battery pack integration
- Conductive terminals for reliable power transfer
- Precision fluid connections and spacers for leak-free, vibration-resistant performance

Customer Benefits:

- Reliability — Secure joints withstand vibration, heat, and thermal cycling
- Safety — Leak-free seals and robust electrical connections
- Efficiency — Lightweight designs boost range and assembly speed
- Flexibility — Tailored solutions for diverse EV architectures

Driving EV innovation with fastening technology that's lighter, stronger, and built for the future.

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



Driving Faster Development by Enabling 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



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



From Mobility to Energy Storage: How Adhesive Technologies Bridge BEV and BESS Battery Design

Niranjan Malvadkar, Ph.D. Research Scientist, DuPont

Battery Electric Vehicle (BEV) battery packs and Battery Energy Storage System (BESS) battery modules share similar architectures, operating requirements, and performance constraints, driven by common underlying battery technologies. In both applications, system design is governed by the need for long battery cycle life, cost-efficient manufacturing and safety performance.

Adhesive technologies have become critical enablers in meeting these requirements and are now integral to modern BEV and BESS battery assembly strategies. DuPont's multifunctional materials provide structural bonding while simultaneously delivering electrical insulation and controlled thermal conductivity—functions that are essential to mechanical integrity, thermal management, and overall system safety.

This presentation will:

- Examine adhesive technologies used in both BEV battery packs and BESS battery modules
- Focus on the importance of adhesive technologies for the assembly, durability, safety, and cost-efficient production of both Battery Electric Vehicle (BEV) battery packs and Battery Energy Storage Systems (BESS) battery modules.

12:20



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

Predictable Cure, Durable Bonding: STP-E Hybrid Thermal Adhesives for Next-Gen Battery Packs

Dr. Kevin Payne, R&D Manager, Wacker Chemical Corporation

Cell-to-pack (CTP) battery architectures require materials that simultaneously provide structural integrity, thermal management, and manufacturing flexibility. This presentation describes the development of high-performance thermally conductive (TC) adhesives tailored for CTP applications, based on silane-terminated polyether (STP-E) hybrid chemistries with proprietary Si -silane functionality. These moisture-curing, tin-free systems are designed to bridge the performance gap between conventional silicones and polyurethane or epoxy adhesives, delivering improved mechanical strength, durability, and environmental compliance. Emphasis is placed on tunable curing kinetics, room-temperature processing, and predictive modeling to enable robust process control. Compared to incumbent solutions, the materials maintain performance after thermal cycling while enabling direct cell-to-cooling-plate bonding, supporting reduced part count, higher energy density, and improved manufacturing efficiency in next-generation battery packs.

This session will provide insights into WACKER's latest innovations towards safer, more sustainable E-Mobility solutions.

- STP-E hybrid TC adhesives for CTP architectures

- Tin-free, isocyanate-free, low-byproduct curing
- Tunable cure kinetics with predictive modeling
- Improved durability versus PU and silicone systems

13:00

EVONIK
Leading Beyond Chemistry

Long Chain Polyamides for Thermal Management and High Voltage Application in BEVs

David Schmitz, Segment Manager Automotive & Mobility High Performance Polymers – LCPA, EVONIK Industries

Thermal management and efficient high-voltage energy transfer are critical factors influencing the acceptance of battery electric vehicles (BEVs) by directly impacting battery range and charging times. Effective thermal management is essential in BEV design, ensuring optimal temperatures for the battery, electric motor, and power electronics while also prioritizing passenger comfort. Power busbars provide a reliable solution for energy transfer between the charge port, battery modules, and electric motor.

- Evonik is actively addressing the challenges associated with high-performance, cost-effective thermal management systems and high-voltage power busbar solutions.
- We offer innovative multi-layer tubing designs that combine high-performance long-chain polyamides (LCPA) with a polyolefin inner layer. This approach delivers exceptional thermal performance that exceeds that of single-layer nylon tubes while ensuring cost-effectiveness and resource efficiency.
- By utilizing long-chain polyamides for the insulation of metal conductors, we enable energy transfer at voltages up to 1000 V and use temperatures of up to 125 °C, all while complying with UL94 V0 flame retardancy standards.

This presentation will introduce Evonik as a leader in specialty chemistry, focusing on innovative specialty polyamides for the automotive sector. We will also outline Evonik's strategy to reduce the carbon footprint of VESTAMID® long-chain polyamides through the use of renewable energy and recycled feedstock.

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

o n e

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



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



Scaling Up Solid State Battery Production with Warm Isostatic Pressing

Pontus Nilsson, Director Battery Processing Systems AME, Quintus Technologies

The presentation explores the role of Warm Isostatic Pressing (WIP) in enabling mass production of solid-state batteries or battery components. It covers Quintus Technologies' expertise in high-pressure systems, compares isostatic pressing methods, and highlights WIP's advantages for achieving high-density, defect-free battery structures. Key topics include process parameters (pressure, temperature, cycle time), performance benefits such as improved ionic conductivity and cycling stability, and strategies for scaling from lab to gigawatt-hour production. The session concludes with cost and throughput analysis, demonstrating how WIP supports next-generation battery manufacturing at industrial scale.

16:00

Software-Defined Batteries: 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.

EV BATTERY SYSTEMS ENGINEERING & INTEGRATION

BATTECH

California

EARLY Bird Rate

OFFER ENDS 8th MAY

\$700

OEM / Manufacturer

- Prices include food & beverages, morning breakfast & coffee
- Networking breaks, coffee and snacks. Hot buffet luncheon
- Afternoon coffee break including soft drinks & snacks
- All attendee evening drinks reception – open bar

EARLY Bird Rate

OFFER ENDS 8th MAY

\$1,000

Supplier / Vendor

- Prices include food & beverages, morning breakfast & coffee
- Networking breaks, coffee and snacks. Hot buffet luncheon
- Afternoon coffee break including soft drinks & snacks
- All attendee evening drinks reception – open bar

SUMMIT Rate

\$899

OEM / Manufacturer

- Prices include food & beverages, morning breakfast & coffee
- Networking breaks, coffee and snacks. Hot buffet luncheon
- Afternoon coffee break including soft drinks & snacks
- All attendee evening drinks reception – open bar

SUMMIT Rate

\$1,300

Supplier / Vendor

- Prices include food & beverages, morning breakfast & coffee
- Networking breaks, coffee and snacks. Hot buffet luncheon
- Afternoon coffee break including soft drinks & snacks
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BATTECH USA LAST YEAR'S ATTENDEE'S

24M Technologies	Senior Manager, Battery Pack System Development	BASF	Market Segment Manager, eMobility
24M Technologies	Vice President of Business Development	BASF	General Manager
3M Inc	Sr. Account Executive	Battery Metals Inc.	CFO
Adhesive Applications	Technical Representative	Battery Metals, Inc.	Founder & CEO
Advantech International	Senior Manager, Sales & Marketing	bdtronic	President
Advantech International	Sales Engineer/R&D	bdtronic	Engineering Director
Advantech International	Engineer	bdtronic	Sales Engineering Director
Advantech International	Business Development Specialist	bdtronic	Sales Engineer
Advantech International	Sales Engineer/Business Development	bdtronic	Senior Advisor
AISIN TECHNICAL	Materials Engineer	Birla Carbon	Techno Commercial Manager
AkzoNobel	Regional Marketing Specialist – NA, Powder Coatings	Blue Current Inc.	Chief Technology Officer
AkzoNobel	Business Development Manager	Blue Current, Inc.	Marketing Communications
AkzoNobel	Regional Segment Manager – Functional & EV, Powder Coatings, North America	Blue Current, Inc.	Sr. Manager, Battery R&D
AkzoNobel	Automotive Innovation Manager, Powder Coatings	Blue Current, Inc.	Marketing Communications Associate
AkzoNobel	Functional Product Manager, Powder Coatings	BMW	Sr. Battery Pack Engineer
AkzoNobel	Regional Segment Manager – Functional&EV, NA	BMW of North America, LLC	Senior Battery Technology Engineer & Technology Scout
AkzoNobel	Regional Marketing Specialist	bostik	Business Development Manager
AkzoNobel	eMobility Specification Sales Manager	Boyd	Director of Product Management – Engineered Materials
Alpha Engineered Composites	Director, Technology Development and Innovation	Boyd	Technical Lead, New Product Development
American Fairfield Inc.	Assistant of Sales Manager	Boyd	Field Application Engineer
American Fairfield Inc.	General Manager	BP CASTROL	eMobility OEM Liaison
Ampcera Inc.	Chief Technology Officer, Co-Founder	C-Therm Technologies	CEO
Ampcera Inc.	Co-founder and CEO	Cabot	Senior Global Marketing Communications Manager
Amphenol	Director Business Development	Cabot	Global Segment Manager
AMPHENOL	Account Manager	CALOGY SOLUTIONS	R&D Manager
AMPHENOL	Business Development Manager	CALOGY SOLUTIONS	Business Development Strategist
Amphenol Advanced Sensors	Technical Account Manager	CALOGY SOLUTIONS	Innovation Manager
Ample	Sr. Battery Algorithms Engineer	Cambium Biomaterials	Product Validation Engineer
Ample inc	Principal Engineer, CAE	Canoo	HV Battery Design Release Engineer
Ample inc	Simulation Engineer	Carbice Corporation	Director of Industrial Power & Data
Ample, inc.	Director, CAE	Cargill Bioindustrial	Business Development Manager
And Aero	Co-Founder	CARRAR	CEO
And Aero	Founding Design Engineer	CARRAR	Marketing
Apple	Battery algorithm specialist	CARRAR	Vice President of R&D
Apple	Manufacturing Design Manager	Caterpillar Inc.	Control Systems Engineering Specialist
Apple Inc	Hardware Engineer, SPG	Caterpillar Inc.	Engineer
Apple Inc	Materials PD	CATL	Conference Chair
Apple Inc	Apple Product Design	CATL	Lead Systems Engineer
Apple Inc	Battery Production Design and Process	CC Polymers LLC	Engineering Manager
APPLIED GRAPHENE MATERIALS	Chief Executive Officer	Cernitin Solutions	President
Arbin Instrument	Sales Engineer	Chase HumiSeal	Sales Manager
Archer Aviation	Battery Engineer, Thermal CFD	Chasecorp	Global Sales & Technical Services Director
Archer Aviation	Cell Engineer	Chevron	Strategy & Business Performance
Archer Aviation	Technical Specialist, Battery Module	Chevron Inc.	Manager – Emerging Products
Archer Aviation	Staff Manufacturing Engineer	CHT	Regional Sales Manager/V
Archer Aviation	Technical Specialist, Battery Module	Cincinnati Test Systems	Sales Engineer
Archer Aviation	Battery Thermal Analyst	COHERENT	Business Development Manager
Archer Aviation	Senior Mechanical Engineer at Archer – Battery	Complabs	CEO
ARGOMM SPA	Sales Engineer	Complabs	CTO
ARGOMM SPA	Sales Engineer	COMSOL, inc	VP of Sales – NW USA
ARKEMA	Lead Technical Service Engineer	COMSOL, inc	Senior Applications Manager
Arnold Fastening Systems	Application Sales Engineer Flowform	COMSOL, Inc	Executive Sales Manager, Licensing & Legal
Arnold Fastening Systems	Director Functional Parts Pre-Series Production	Constellium	Global Leader Customer Application Engineering
Arrowhead	Regional Independent Sales Representative	Constellium	Transportation, Industry and Defense
Arteco	OEM Technical Support Manager	Constellium	Key account manager Packaging and Automotive Rolled Products
Asahi Kasei Plastics NA	OEM Manager	Constellium	Product Development Manager
Ascend Elements	New Business Development Manager	Convergent Science Inc.	Senior Principal Account Manager
Asheville Mica Company	Senior Sales Engineer	Convergent Science Inc.	Senior Research Engineer
Aspen Aerogels	Engineer	Convergent Science Inc.	Office Assistant
ASPEN AEROGELS INC	Head of Sales & Business Dev – NA EV's	COVESTRO	Global Technical Lead-Batteries
ASYST Technologies, L.P.	Senior R&D Engineer	COVESTRO	Market and New Business Development
ATF	General Manager – Threadforming Segment	COVESTRO	Market Development Manager-Americas Battery Packaging and E-Powertrain
ATF	EV Sales Engineer	COVESTRO	Marketing Manager at Covestro- Automotive Adhesives and Sealants
Avery Dennison	Business Development Manager	COVESTRO	Senior Technical Sales Specialist
AVL	Account Manager	CSZ PRODUCTS	Western Regional Sales Manager
AVL	Manager – Advanced Simulation Technologies	Cuberg Inc	Staff Battery Systems Engineer
AVL	Inside Sales Specialist	Cuberg Inc	Staff Thermal Engineer
AVL	Senior Account Manager	Cuberg Inc.	Manager – CAE
Avnet	Sales Director, Lightspeed and Transportation	Cuberg Inc.	Staff Mechanical Engineer
Bamboo Charge	Manager	CUMMINS	Systems Test Engineer
BASF	Head of Polyurethane system and Polyol R&D		
BASF	Technical Manager		

CUMMINS	Engineer	Evonik	Business Development Manager
CUMMINS	Electrochemistry Manager	Evonik	Segment Manager, Automotive emobility
CUMMINS	Mechanical Engineer	Evonik	Ph.D.Manager Application Technology & Product
Dana	Lead Systems Engineer	Evonik	Automotive OEM Business Development Manager
DavidLai	Engineer	Evonik	Segment Manager Automotive & Mobility
DEWESOFT	District Sales Manager for Michigan & Central Canada	Evonik	Automotive OEM Business Development Manager
DEWESOFT	Regional Sales Manager	Evonik	Technical BD Manager
Direct Electrical	Electrician	ex-Nikola Corporation	Sr Director, Battery Systems Engineering & Vehicle Level
DOBER	Sr Director, R&D, Cooling Systems &. Lubricants	Exponent	Senior Scientist
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	Figure AI	Technical Specialist
Dow Chemical	Commerical Director	Figure AI	Staff Mechanical Engineer
DTP Thermoelectrics	CTO	Figure AI	Mechanical Engineer
DuPont	Global Integrated Marketing Communications Leader	Fisker Inc	Thermal Engineer
DuPont	Principal Investigator	Ford Motor Company	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
DuPont	R&D Technical Leader	Ford Motor Company	Sr. Battery Pack Engineer
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
DuPont	Business Development Leader – EV, AMS	Ford Motor Company	Technical Expert, Electrified Powertrain Thermo-Fluid Research
DuPont	Global Business Development Leader	Ford Motor Company	Research Engineer
EJOT	Senior Business Development Manager	Ford Motor Company	Structural System – Product Development
EJOT ATF	Director of Sales	Ford Motor Company	Joining Engineer
EJOT ATF	Director of Product Management	Ford Motor Company	Joining Engineer
EJOT ATF	Executive Vice President – Sales and Engineering	Ford Motor Company	Fastener Engineer Electrified Systems
EJOT ATF	Global Key Account Manager	Ford Motor Company	Electrified Systems Engineering
EJOT ATF	EV Sales – Engineer	Ford Motor Company	R&D Fastening Solutions
Elantas	Senior Marketing Specialist	FORVIA	Innovation Project Manager
Elantas	VP & Business Line Director	Forward Engineering	Managing Director
ELANTAS PDG	Director, Electrical Business Line	FreeWire Technologies	Sr. Battery Pack/Module Design Engineer
ELANTAS PDG	Strategic Account Manager	Fujipoly America	Applications Engineering Manager
ELANTAS PDG	Head of Basic Research	GALYEN ENERGY	Company Owner
ELANTAS PDG	Vice President and EL & WE Business Line Manager	Gamma Technologies	Head of Marketing
ELANTAS PDG	EL Business Line Manager	Gamma Technologies	Solutions Consultant
Electric Power Systems	Mechanical Engineer	Gamma Technologies	Strategic Account Manager
Electric Power Systems	Mechanical Engineer	Gamma Technologies	Strategic Account Manager
Electric Power Systems	Associate Fellow Engineer, Mechanical Systems	GARRETT ADVANCING MOTION	General Manager, Connected Vehicles
Electronic Cooling Solutions	President	Gasmet	Senior Product Engineer
Electronic Cooling Solutions	Director, Thermal Mechanical Systems	Gasmet Technologies Inc.	Product Engineer
ELEMENT	Business Development Manager – Fluids	Gasmet Technologies Inc.	Primary Product Engineer
Element Energy	Sr. Manager, Mechanical Engineering	Gasmet Technologies	Field Product Manager
Element Materials Technology	Business Development Manager	Generac	Thermal engineer
Elkem	Market Development Manager, EV	Generac Power Systems	Engineer
Elkem	Staff Scientist	General Atomicms	Engineering Manager
Elkem ASA	Scientist	GENERAL ATOMICS	Mechatronics Engineer
Ellsworth	Ricardo Sanchez Supervisor – Key Accounts	General Motors	Advanced Propulsion Thermal Engineer
ElringKlinger	Regional Head of Product Lines	GENERAL MOTORS	Advanced Battery Engineer – Technology Development Work
ElringKlinger	Vice President Sales, Americas	GENERAL MOTORS	Technical Specialist – Battery Adhesives, TIM, Potting, Sealing
Elroy Air	High Voltage – Battery Design	GENERAL MOTORS	Electrification Thermal Management Materials Engineer
Elroy Air	Test Engineer	GENERAL MOTORS	DRE – Battery Module
Elroy Air	Director of Powertrain	GENERAL MOTORS	Materials Engineering – Adhesives Lead
EMP	Development Engineer	GENERAL MOTORS	Lead enclosure DRE
ENEOS USA INC	General Manager	GENERAL MOTORS	Sr Researcher
ENEOS USA Inc.	Sr. Vice President, Business Planning & Project	GENERAL MOTORS	Director of Advanced Thermal Systems and Technology
EnerVenue, Inc.	Sr. Mechanical Engineer	GENTHERM	Global Vice President, Market Development
Engineered Fluids	President & CEO	Graco Inc.	North American Representative
Engineered Fluids	Chief Scientist	Graphene Manufacturing Group	CEO
Engineered Fluids	Sales Engineer	Graphene Manufacturing Group	Business Development
Erwin Quarder	Sales Manager	GRUPO PREMO	Global Technical Manager ePower and Energy Storage
Erwin Quarder	Product Development Manager	H.B. Fuller	EV/Battery Adhesive Expert
Erwin Quarder	Sales Manager	H.B. Fuller	BDM-Battery
Erwin Quarder	Key-Account-Manager	H.B.Fuller	Business Development Manager – OEM/EV
Erwin Quarder Systemtechnik	R&D Director	Hanyang University	Master Student
Erwin Quarder Systemtechnik	Sales Engineer	Hanyang University ERICA	Staff Battery Design Engineer
Erwin Quarder Systemtechnik	Technology Manager	Harley Davidson	Senior Design Engineer – EV Powertrain
EV THERMAL FLOW SOLUTIONS	Chief Executive Officer		
Evolectric	Senior Mechanical Engineer		
Evonik	Segment Manager, Automotive emobility		

Heart Aerospace	Lead Battery Engineer	Lucid Motors	Manager – Battery Cell Engineering
Heart Aerospace	CTO	Lucid Motors	Manager, HV Mechanical Charging
HeatSync	Executive Sale Manager	Lucid Motors	Manager, Stationary Energy Storage
HeatSync	CTO	Lucid Motors	Mechanical Design Engineer
Henkel	Business Development Manager	Lucid Motors	Mechanical Engineer
Henkel	Business Development	Lucid Motors	Mechanical Engineer – High Voltage Battery Pack
Henkel	Business Development Manager eMobility	Lucid Motors	Mechanical Engineer – HV Battery
Henkel	Sr. Account Manager/EV Powertrain	Lucid Motors	Mechanical Engineer, Battery Enclosures
Henkel Corporation	E-Mobility Sales Engineer	Lucid Motors	Mechanical Engineer, Fasteners
Henkel Corporation	Sales Director E-Mobility & Automotive Electronics	Lucid Motors	Mechanical Engineer, Power Electronics
Huber Engineered Materials	Regional Sales Manager	Lucid Motors	Powertrain Project Management
HUBER USA	Sales Manager	Lucid Motors	Senior Battery Control Algorithm Engineer
Huntsman Advanced Materials	Scientist Technologist	Lucid Motors	Senior Battery Systems Engineer
Huntsman Advanced Materials	Director – Technical Service	Lucid Motors	Senior Engineer
HYLIION	Mechanical Design Engineer	Lucid Motors	Senior Thermal Engineer
Ingun	Director Operations / COO / Vice President	Lucid Motors	Senior Thermal Multi-Physics Engineer
Intertek	Sr Global Marketing Manager	Lucid Motors	Sr. Battery Safety Engineer
Intertek	Global Technical Director Transportation Technologies	Lucid Motors	Sr. Engineer, Battery Safety
Intertek	Renewable Energy Sales Executive	Lucid Motors	Sr. Engineer, HV Battery Systems
Intertek	Account Manager Energy/Battery/EV	Lucid Motors	Supplier Industrialization Engineering
Intertek	Global Technical Director, Transportation Technologies	Lucid Motors	Technical Specialist – Battery Safety
Intertek	Sales Executive & Key Account Specialist	Lucid Motors	Technical Specialist
ITW	Product Engineering Manager	Lucid Motors	Technical Specialist – HV Battery Mechanical
ITW	Director – EV Systems Engineering	Lucid Motors	Technical Specialist, Battery Module
ITW Drawform	Business Development	Lucid Motors	Technical Specialist, Hardware Engineering
ITW Drawform	Senior Sales Engineer	Lucid Motors	Technical Specialist, Thermo-Fluids
ITW Drawform	Business Development Engineer	Lucid Motors	Test Engineer, Battery Safety/Abuse
JBC TECHNOLOGIES	VP, Business Development	Lucid Motors	Thermal Multiphysics Engineer II
JBC TECHNOLOGIES	CEO	Lunar Energy	Senior Manager, Thermal Design
JM Huber	Senior Polymer Scientist	Lunar Energy	Staff Mechanical Engineer
JM Huber	Sales Manager Thermal Management	Lunar Energy	Senior Mechanical Engineer
Joby Aviation	Battery Thermal Engineer	Lunar Energy	Principal System Engineer
Joby Aviation	Materials & Process Lead, Electric Propulsion Unit	M4 Engineering	Sales &MKT Director
Joby Aviation	Battery Mechanical Engineering Lead	M4 Engineering	Client Executive
Joby Aviation	Mechanical Engineer	MacDermidAlpha	Sr. Strategic Account Manager
Joyson Safety Systems	Global Product Line Director	magnIX	Business Development & Sales
Joyson Safety Systems	Vice President – Integrated Safety Solutions	magnIX aero	Materials and Process Engineer
Joyson Safety Systems	Senior Product Manager	MARELLI	Sr. Project Engineer
Joyson Safety Systems	Application Manager	Martinrea International	Sr. Technical Specialist
Joyson Safety Systems	VP – Global Product Line Lead	Meixin Technology	Application Development Engineer
Joyson Safety Systems LLC	Sr. Manager, Sales	MIBA Battery Systems	Head of Business Development
KARMA AUTOMOTIVE	Director, Thermal System	MIBA Battery Systems	Head of Business Development NA
Kassem Alhussein LLC	Engineer	MIBA Battery Systems	Managing Director
Kindred Motorworks	Director of EV Development	Michigan State University	Director of Engineering Batteries & Electric Vehicle Powertrain
King Industries Inc.	Technical Marketing Manager, SMG	MICROSOFT	Software/Firmware Engineer
Kulicke and Soffa	Sr. Manager Development Engineering	MICROSOFT	Principal Thermal & Power Management System Architect
KULR TECHNOLOGY	CEO	MICROSOFT	Director of Engineering
KULR TECHNOLOGY	Director of Engineering	MILWAUKEE TOOL	Senior Thermal Engineer – Batteries & Chargers
Kyber Tech Co.	Vice President	MILWAUKEE TOOL	Design Engineer
LG Chem.	Technical Support Engineer	MILWAUKEE TOOL	Principal Engineer Portable Power Systems
LION ELECTRIC CO	HVAC Engineer	Moleaar Inc.	Senior Research Scientist
Lithos Energy	Senior Mechanical Engineer	Momentive	KAM
Lithos Energy	VP Battery Engineering	Momentive	Americas Marketing Manager
Lohmann	Sr. Technical Sales Engineer	Momentive	Account Manager
Lohmann Corporation	Technical Marketing Manager	Momentive	Applications Development Engineer
Lohmann Corporation	President	MOMENTIVE	Technical Sales Engineer
LUBRIZOL	Senior Research Engineer	MOMENTIVE	Inside Marketing Manager (Electronics)
LUBRIZOL	Marketing Manager	Monarch Tractor	Battery Mechanical Engineer
LUBRIZOL	Director – Electric Vehicles	Monarch Tractor	Battery Mechanical Engineer
LUBRIZOL	Manager EV Thermal Fluid	Monarch Tractor	Battery Tech Lead
Lubrizol Corporation	Director, e-Mobility	MOVING MAGNET TECH	Technical Specialist – Business Development
Lubrizol Corporation	Technology Development Manager	Moxion Power	Manager North America
Lucid Motors	Associate Battery Cell Safety Testing Engineer	Moxion Power	Senior Thermal Engineer – Battery Pack
Lucid Motors	Battery Algorithms Engineer	Mubea	Senior Mechanical Engineer – Battery Pack
Lucid Motors	Battery Cell Safety Engineer	Mubea	Business Development Manager
Lucid Motors	Battery Cell Safety Testing Engineer	Mubea	Sales Coordinator
Lucid Motors	Battery Mechanical Design	Mubea	Head of Rollbonding Products, Director, General Manager, NA
Lucid Motors	Battery Safety Test Engineer	Mubea	Engineering Manager
Lucid Motors	Director of Advanced Engineering Systems	Muir Tapes	Strategic Partner
Lucid Motors	Energy Storage Systems (ESS) Safety Engineer	Natron Inc.	Founder & CEO
Lucid Motors	Engineer, HV Battery Systems	Natron Energy	Thermal/ Mechanical Design & Development Lead for Next-Gen Packs
Lucid Motors	FE Manager	Natron Energy, Inc	VP, Product Engineering
Lucid Motors	FE Sr. Engineer	NeoGraf Solutions	Mechanical Engineer – II
Lucid Motors	FE Tech Specialist	NeoGraf Solutions	Applications Engineering Manager
Lucid Motors	Group Manager – Battery Raw Materials		New Business Development Manager
Lucid Motors	HV Mech. Engineer		

NeoGraf Solutions	Product Manager	QuantumScape	Principal Product Manager
NeoGraf Solutions	Applications Engineering Manager	QuantumScape	Mechanical Engineer
NeoGraf Solutions	New Business Development Manager	QuantumScape	Thermal Engineer
NeoGraf Solutions, LLC.	New Business Development Manager - E-Mobility	QuantumScape	Chief Marketing Officer
NexTech Batteries	Chairman & CEO	QuantumScape	Senior Process Engineer
NIPPON KAYAKU	Business Development Manager	QuantumScape	MTS Mechanical Engineer
Nissan Chemical America Corp	Senior Market Researcher	QuantumScape	Battery Safety & Mechanical Reliability Test Manager
Nissan Motor Corporation	Battery Researcher	QuantumScape	Member of Technical Staff
Nissan North America, Inc.	Senior Manager	Rivian	Senior Battery Cell Engineer, Modeling
Nitto Denko Technical Corp	Innovation Analyst	Rivian	Sr. Staff Cell Mechanical Engineer
NOBLE.AI	Strategic Account Director	Rivian	Sr. Staff Mechanical Design Engineer, Thermal
NOBLE.AI	Director	Rivian	Lead Mechanical Design Engineer
NOBLEAI	Sr. Solutions Engineer	Rivian	Manager, Prototype and Validation
Norma Group	Sr. R&D Engineer	Rivian	Staff Cell Mechanical Engineer
Norma Group	Director Sales OE Americas	Rivian	Senior Battery Design Engineer
Norma Group	Key Account Manager	Rivian	Staff Mechanical Design Engineer - Battery
Norma Group	Director Sales OE Americas	Rivian	Lead Global Supply Chain Manager
NOVAGARD	Chief Engineer and R&D Counsel, Thermal Product Platform Development	Rivian	Sr. Staff Mechanical Engineer
Novelis	Principal Engineer	Rivian	Staff Mechanical Design Engineer - Battery
National Renewable Energy Laboratory	Chief Energy Storage Engineer	Rivian	Senior Manager, Mechanical Engineering
Octillion Power Systems	President Greentech Leader	Rivian	Sr. Electronic Design Manager
Octillion Power Systems	Director of Engineering	Rivian	Senior Mechanical Engineer
Oetiker	Head KAM Oil & HVAC	Rivian	Battery Safety Engineer
OETIKER GROUP	Application Manager - eMobility & Thermal Management	Rivian	Sr Manager, Battery Modeling and Integration
OETIKER GROUP	Senior Design Release Engineer	Rivian Volkswagen Group Technologies	Hardware Functional Safety - Electrical Architecture, Product Development
One Our Next Energy	VP Engineering	Saint-Gobain Performance Plastics	Tech BIZ DEV MGR
One Our Next Energy	Senior Mechanical Engineer	Saint-Gobain Research North	Senior Research Engineer
One Our Next Energy	Mechanical Engineer	Scharf Energy Consulting LLC	Founder and CEO
One Our Next Energy	Chief Engineer	Sekisui Products, LLC	Business Development Manager
PACCAR	Powertrain Test & Development Engineer	Sekisui Products, LLC	Global Marketing Manager, New Fluids
Parker Lord	Marketing Specialist	SGR - North America	R&D Manager
Parker Lord	Field Application Engineer II	Shell	Technology Manager Thermal & Dielectric Fluids
Parker Lord	Engineering Specialist I	Shell	Global Marketing Manager, New Fluids
Parker Lord	Global Engineering Manager	Shell	Associate Technology Manager, Coolants
Parker Lord	Key Account Manager	Shell	Strategic Alliance Business Development Manager, Americas
Parker Lord	Chemical Technology Fellow	Shell	E-Fluids Business Development Manager, NA
PARKER LORD	Application Engineer	Shell	Global Marketing Manager, New Fluids
PARKER LORD	Business Development Manager	Shibaaura Electronics of America	Director of Sales
PARKER LORD	Market Development Manager	Shin Etsu Silicones	North America Marketing Manager
Perstorp Group	Business Development Director, Engineered Fluids, Americas	Shin Etsu Silicones	Business Development Manager
Phillips 66	Scientist	Shin Etsu Silicones	Regional Manager
Phononic	Director Product Management	Shin-Etsu Silicones	National Business Manager-RTV/TIM
Plasmatreteat	Key Account Technologist and Business Development Manager	Shin-Etsu Silicones	Market Development Engineer
Plasmatreteat	Technologist/Business Development	SIEMENS	Portfolio Development Executive - Simcenter
Plasmatreteat	Technologist	Sika	Vice President -Head Global Automotive Marketing
Plasmatreteat USA, Inc	VP Strategic Market Development	Sika	Technical Sales Manager - E-Mobility
Polaris	Field Performance Manager - Electrical Systems	Sika	Market Field Manager - Global Automotive
Poly-nova	Vice President, Marketing & Sales	Sika	Key Account Manager
POLYMER SCIENCE	Account Manager	Sika	Director of Sales - Auto
Porex, Filtration Group	Sales Engineer	Sika	R&D Project Leader
Posifa Technologies	Sales Director	Sika	Project leader
Posifa Technologies	CEO & Co Founder	Sila Nanotechnologies	Staff Battery Engineer
Posifa Technologies	Technical director	Simlincos	Sr Manager, Battery Modeling and Integration
PowerCO US	Chief Executive Officer	SOGEFI GROUP	Director of Engineering
Proterra	Sr. Staff Engineering Program Manager - Battery Technology	Sogefi Group	Director Innovation/Electrification
Proterra	Project HV/LV Mechanical Design Engineer	Sogefi Group	Product Engineer
Proterra	Battery Engineer	Sogefi Group	Director - Manufacturing Engineering
Proterra	Structural Analysis Engineer	Sogefi Group	Director of R&D North America
Proterra	Director, Mechanical Design	Solvay	Global Product Stewardship Manager
Proterra	Mechanical Engineer	Southwest Research Institute	Research Engineer - Battery Systems Research & Innovation
Proterra	Staff Systems Engineer	Southwest Research Institute	Research Engineer
Proterra	Cell Engineering Manager	SPAL USA	Automotive Applications Engineer
Proterra	Design Engineer	SPAL USA.	Sales and Market Manager
Proterra	Mechanical Design Engineer	SSI Technologies, LLC	Business Development Manager
Proterra	Program Management	SSI Technologies, LLC	Business Development Leader
Proterra	Sr. Mechanical Design Engineer	Staff Systems	Mechanical Engineer
Proterra	Project engineer battery	Staff Systems	Mechanical Design Engineer
Proterra	Senior Mechanical Engineer Battery Module	Staff Systems	Staff Mechanical Engineer
Proterra	Director Product Manager	Staff Systems	Sr. Mechanical Engineer
Pyromeral Technology	VP Business Development	Staff Systems	Solution Driven Engineer
Quantum Copper Inc	Co-Founder	Stanford University	Postdoctoral researcher, Mechanical Engineering
Quantum Copper Inc	Director, Co-Founder	Stanley Engineered Fastening	Vice President of Marketing Joining Systems & Solutions

Stanley Engineered Fastening	Global Business Development Engineer	Total Energies	Product Engineer – Li-ions Battery specialist
Stanley Engineered Fastening	VP, NA Electrification & Mobility	Total Energies	Global Key Account Manager
Stanley Engineered Fastening	Account Manager	Total Energies	Product Engineer Battery Fluids Battery Specialist
Stanley Engineered Fastening	EV Battery Innovation Lead	TRB Lightweight Structures	Director of Sales NA
Stellantis	Battery Thermal Performance Lead	TWS TECHNOLOGY	Senior NPD Manager
Stellantis	Materials Supervisor	UFI Filters USA	Sales Manager – New Energy Vehicles NA
Stellantis	Design Release Engineer	UFI Filters USA	Human Resource and Compliance Manager
Stellantis	Product Validation, Durability, & Materials	UL Solutions	Automotive Senior Product Specialist
Stirweld	IWE Welding Engineer	US Department of Transportation	Physical Scientist
Stirweld	Business Developer	VALEO	Innovation & Business Development Manager
TDK	Director of Marketing	Ventiva	CTO
TDK	Product Marketing Manager	Vicor Corporation	Automotive Principal Field Applications Engineer
TDK	Sr. Account Executive	Viscotec	Applications Engineer
TDK	Account Executive	Viscotec	Area Sales Manager
TDK	Director Region Pacific Sales	Viscotec	Senior Staff Systems Engineer
TDK	Marketing Communications Manager	ViscoTec America	EV & Battery Business Development Manager
tenneco	Global Key Account Manager at Tenneco	Volvo Cars	Senior Cell Engineer
tenneco	Product Development Engineer	Volvo Cars	Head of Battery R&D Tech Center
tenneco	Senior Business Development Manager – Systems Protection Division	Von Roll	Sales Manager
tenneco	Business Development / Systems Engineer	VONROLL	Sales Manager
tesa	Digital Marcom Specialist	VONROLL	Global Technical Expert Resins
tesa	Applications Solutions Engineer	VONROLL	Vice President and CFO North America
tesa	Market Segment Manager	VONROLL	Head of Business Development
tesa	Business Development Manager	VONROLL	Regional Sales Manager
tesa	Regional Key Account Manager	VONROLL	Project Manager
tesa	Sales Manager	W.L. Gore and Associates	MARCOMM Manager
tesa	Lab Manager	WACKER	Technical Laboratory Chemist, BS Chemistry
tesa	Regional Corporate Communications Manager	Wacker	Business Development Manager
tesa	Account Manager	Wacker	Marketing Manager
tesa	Business Development Engineer – EV Battery	Wacker	Technical Laboratory Chemist, BS Chemistry
Tesla	Battery Safety	WACKER CHEMICALS	Development Manager
Tesla	Controls Engineer	WACKER CHEMICALS	Technical Marketing Manager
Tesla	Data Analyst	WACKER CHEMICALS	Marketing Manager, Automotive
Tesla	Engineer	Washington Mills	Sales Manager Western Territories
Tesla	EV Thermal Engineer	Weldtone Technology Co.	Director of Technical Sales
Tesla	Global Supplier Industrialization Engineer	Weldtone USA	CTO & Founder
Tesla	Global Supply Manager	Weldtone USA	Global Technical Director, Automotive EV Business
Tesla	Group Manager, Global Supply Management	Wevo Chemical Corporation	Director Market Development & Sales
Tesla	GSM Group Manager Chemicals & Coatings	Wilden s.r.l.	R&D Manager
Tesla	Industrialization Engineer (Cell Manufacturing)	Wisk Aero	ESPS IPT Lead
Tesla	Lead Research Engineer – Battery Design	Wisk Aero	Powertrain SME
Tesla	Manager – Battery Structures	Wisk Aero	ESPS Test Supervisor
Tesla	Manager GSM Materials	Wisk Aero	Cell Team Manager
Tesla	Manager, Sourcing / Procurement Engineering	Wisk Aero	Manager, Power Management Distribution & Charging
Tesla	Materials Engineer	Wisk Aero	Manager, ESPS Thermal and Venting
Tesla	Mechanical Design Drive Systems	Wisk Aero	Staff Battery Cell Engineer
Tesla	Mechanical Design Engineer, Battery Structures	Wisk Aero	Senior Thermal Analyst
Tesla	Principal Materials Engineer	Wisk Aero	Staff Battery Mechanical Engineer
Tesla	Senior Battery Analysis Engineer	Wisk Aero	Sr Thermal Analyst
Tesla	Senior Mechanical Design Engineer	Wisk Aero	Manufacturing Engineer
Tesla	Senior Mechanical Design Engineer, Battery Structures	Wisk Aero	Sr Mechanical Engineer
Tesla	Senior Mechanical Engineer	Woco Group	Mechanical Engineer
Tesla	Senior Staff CAE Engineer	Woco Group	Global Business Development
Tesla	Senior Staff Mechanical Design Engineer	Xera Energy	VP – Thermal management
Tesla	Sr Materials Engineer, Adhesives	ZELTWANGER	Founder
Tesla	Sr Supplier Industrialization Engineer	ZELTWANGER	President
Tesla	Sr Systems Design Engineer	Zoox	Sales Manager Automotive & eMobility
Tesla	Sr. Engineer, Tribology	Zoox	CFD Engineer
Tesla	Sr. CAE Engineer	Zoox	Energy Simulation Engineer
Tesla	Sr. CAE Engineer, Battery Engineering	Zoox	HV-Battery Mechanical Engineer
Tesla	Sr. Staff Engineer	Zoox	Manager, Vehicle HW Validation & Test – Mechanical
Tesla	Sr. Staff Materials Engineer	Zoox	Manager, Vehicle Powertrain Engineering, Powertrain Systems
Tesla	Sr. Staff Polymer Materials Engineer	Zoox	Mechanical Engineer
Tesla	Staff CAE Engineer	Zoox	Mechanical Engineer Charging
Tesla	Staff Cell Modeling Engineer	Zoox	Mechanical Engineer for HV Battery Systems
Tesla	Staff Engineer	Zoox	Powertrain Engineer, HV Battery
Tesla	Staff Materials Engineer	Zoox	Senior Cell Technology Engineer
Tesla	Staff Materials Engineer, Adhesives	Zoox	Sr Mechanical Design Engineer
Tesla	Staff Mechanical Design Engineer	Zoox	Sr Validation Engineer, Powertrain
Tesla	Staff Mechanical Design Engineer – Fasteners	Zoox	Staff Mechanical Engineer
Tesla	Staff Mechanical Engineer	Zoox	Staff Thermal Integration Engineer
Tesla	Staff Supplier Industrialization Engineer	Zoox	Thermal Controls Engineer
Tesla	Supply Chain Manager	Zoox	ME Engineer
Tesla	Supply Chain Program Manager	Zoox	Mechanical Design Engineer
The Battery Saloon	Founder & Managing Director	Zoox	
TI Fluid Systems	Adv. Tech Manager New Energy Storage	Zoox	
TI Fluid Systems	Technical Specialist Battery Systems	Zoox	

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**, Ferrarri, **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.

#SHOWCASE YOUR TECHNOLOGIES AND SOLUTIONS AT BATTECH CALIFORNIA 2026

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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**