

Support Our OEM

ALBA has resulted in incredible learnings + tools: Charge Guidelines, PPC Tools, Specification learning + validation. How do we communicate these to our OEM and our internal teams?

As Sales Tools

PPC tool needs "international" language + better training

More specific problem/solution discussions

Better understanding of what/how to use PPC tool

- wrong use
- lack of system variability
- historical misinterpretation

OEMs: how is ALBA helping you?

Legacy ALBA database still used (e.g. Ford)

Base knowledge expansion

Make ALBA FREE for OEM, T attendance

For Engineering Teams

Beneficial networking + knowledge share

Need to find a way to continue OEM/Engineering talks

How do you share ALBA Learnings?

Post-conference survey

Report outs after ALBA

Better condensed output required

- Per discussion group/round
- Executive summary

Database for future use

All agent with all ALBA work accessible

Add keywords to all pitches/PR and database files

2. New applications in emerging markets

Grace. Furukawa

• IEC cars. Including Mild & Micro hybrids. will be around for a long time to come in many areas of the 'Global South', which dedicated applications and battery improvements will be needed there?

High temperature durability
Grid and PAM

Do we want to reduce emission or cost reduction?

48V mild-hybrid is very common
How about 12V?

Self discharge
~~reducing~~
reduction

Do we need to perform like new?

E-Rickshaw from flat plate to Tubular

Is CCA really necessary?
Water consumption?

Standard ???
DCA? MHT?

e-bike outside China

room to improve

global South battery
vs
global north battery

Very high Temp.

24v TRUCK Group 3/5

OPEN your mind

Q: Trucks ARE increasing Hotel Loads. How can we ENSURE A cold START in the morning?

Team: Francisco, Eric, Torsten

24v LAB
Single Battery

Single Battery
> Eff

1- DUAL
2- Parallel
3- BMS

Solar
Panels

- NEG Limiting

Single 24v
PACKAGE

- Super CAP

> DOD
@ 20% SOC

- Auto Re-Charge

- Optimize High Power
DISCHARGE @ Low
SOC

IDEAS TO LEVER KNOWLEDGE FOR TRUCKS

1. - Depolarize NAM with Carbon
2. - Increase Oxygen recombination
3. - Fine tune PAM pore substructure
4. - Facilitate access of electrolyte to PAM
5. - Increase electrochemical NAM surface
6. - GEL electrolyte with new separator

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Size

1> Volume

Fair comparison of LAB / LTB / SIB
performance for technology agnostic
OE specification.

Group 4/5

Q: What's performance is essential
to compare?

Tom: Lorenzo, Hazel

Others:
BMS

LOWT

BOL & EOL

Discharge: CCA, Fusa.
Charge: CR, charge acceptance

Safety
1> shipping

Defination.

- 1> EOL?
- 2> Efficiency
- 3> Full charge: Voltage range

Price

High Temperature

- 1> ? °C (75°C)
- 2> ? Time
- 3> ? Power

Lifetime

Voltage, T, SoC, current profile, cyclic / calendar, capacity retention

Group 5/5 - Meissner-
Study of PbO_2 -Strukt.

Impact on

- OEM
- Battery Producers

ANALOGY TO ENGINES
BOOST CHARGING
FOR MAX & STABLE
POWER

IT IS POSSIBLE TO REACH
SOF REQUIREMENTS
CHANGING PAM
STRUCTURE

MAX Function
1. CCA
2. Pulses (short)

AI video
no real person

Open Diagram
to get them
simpler

BATTERY
MANUFACTURERS

CARS
MANUFACTURERS

SOF
CCA → How → Rate
Value PAM structure SOF
SOF

END OF THE VIDEO
ASKING PEOPLE TO
JOIN STUDIES

Particle
Size

Charge
Voltage →

How to utilize the
SOF/PseudoCap if
you can charge higher V?

Charge in
"between"!