### **Track 3** Day 2 - Wednesday 8 May Flectric & Hybrid Vehicle Technology

Industration value (kearby, Principal Analysis, Power rechnology Research       Image: Content of a Powershiftable Two-Speed Electric Drive Unit for High-Performance Applications         Chris Hilton, Chief Technology Officer, Protean Electric       Drive Motors in Future Transportation         Han-Hein Spit, Vice President, Bosch Transmission Technology B.V.       Evaluating the Potential of CVT Technology in Improving Electrified Powertrains         10:30       Networking Break: Coffee & Refreshments in the Foyer         11:00       E-Motor Developments: Latest Developments In E-Motors and Powertrain Design Including; Alternatives to Rare Earth Magnets, Axial Flux Motor Technology and Thermal Management         Moderator Jared Kearby, Principal Analyst, Power Technology Research       Improve Magnet         Motor Topology Selection for Electric Vehicles       Dalimiter         Quentin Werner, Electric Machine Design Engineer, Daimler       Determining the Optimum Rotor-Topology for Electric Drives         Michael Lampérth, CEO, Phi-Power       Examining the Latest Developments in and the Potential of Axial Flux Motor Technology         Peter van Duijsen, Researcher, TU Defit       Simulating Thermal Management for E-Motors and Power Electronics         12:30       Networking Lunch & Opportunity to Take Advantage of Activities on Show Eloor         14:00       Powertrain Efficiency: Evaluating the Different Techniques for Improving the Electric Powertrain         Moderator/Speaker Robert Stanek, Lead Electric Powertrain and Cost Management, P3 Group       Gro	Electric Moderate Gereon H Outlining Unit for H Chris Hilt The Role Han-Hein Evaluation 10:30 11:00 E-Motor Includin Thermat Moderate Christian Motor To Quentin V Determin Michael L Examinin Motor Te	Vehicle Efficiency and Meet Customer Demands or Jared Kearby, Principal Analyst, Power Technology Research ellenbroich, Department, Manager, Transmission Design and CAE, FEV Europe GmbH the Development of a Powershiftable Two-Speed Electric Drive digh-Performance Applications on, Chief Technology Officer, Protean Electric of In-Wheel Motors in Future Transportation Spit, Vice President, Bosch Transmission Technology B.V. og the Potential of CVT Technology in Improving Electrified Powertrains Networking Break: Coffee & Refreshments in the Foyer Developments: Latest Developments In E-Motors and Powertrain Design to: Alternatives to Rare Earth Magnets, Axial Flux Motor Technology and Management or Jared Kearby, Principal Analyst, Power Technology Research Pronovost, Sr. Product Manager, Dana Incorporated pology Selection for Electric Vehicles	
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Outlining the Development of a Powershiftable Two-Speed Electric Drive Unit for High-Performance Applications       Image: Control of the Speed Electric Drive Unit for High-Performance Applications         Dris Hilton, Chief Technology Officer, Protean Electric The Role of In-Wheel Motors in Future Transportation       Image: Control of the Speed Electric Drive Speed Elect	Outlining Unit for H Chris Hilt The Role Han-Hein Evaluation 10:30 11:00 E-Motor Includin Thermal Moderate Christian Motor To Quentin V Determin Michael L Examinin Motor Te	the Development of a Powershiftable Two-Speed Electric Drive digh-Performance Applications on, Chief Technology Officer, Protean Electric of In-Wheel Motors in Future Transportation Spit, Vice President, Bosch Transmission Technology B.V. og the Potential of CVT Technology in Improving Electrified Powertrains Networking Break: Coffee & Refreshments in the Foyer Developments: Latest Developments In E-Motors and Powertrain Design ag; Alternatives to Rare Earth Magnets, Axial Flux Motor Technology and Management or Jared Kearby, Principal Analyst, Power Technology Research Pronovost, Sr. Product Manager, Dana Incorporated pology Selection for Electric Vehicles	PROTEAN Decision de Technology
The Role of In-Wheel Motors in Future Transportation       Intervention         Han-Hein Spit, Vice President, Bosch Transmission Technology B.V.       Evaluating the Potential of CVT Technology in Improving Electrified Powertrains         10:30       Networking Break: Coffee & Refreshments in the Foyer         11:00       E-Motor Developments: Latest Developments In E-Motors and Powertrain Design Including; Alternatives to Rare Earth Magnets, Axial Flux Motor Technology and Thermal Management         Moderator Jared Kearby, Principal Analyst, Power Technology Research       Improvements in the Potential of Axial Flux Motor Technology and Thermal Management         Moderator Jared Kearby, Principal Analyst, Power Technology Research       Improvements in the Potential of Axial Flux Motor Technology         Motor Topology Selection for Electric Vehicles       Ouentin Werner, Electric Machine Design Engineer, Daimler         Determining the Latest Developments in and the Potential of Axial Flux Motor Technology       Poter van Duijsen, Researcher, TU Delft         Simulating Thermal Management for E-Motors and Power Electronics       Improving the Energy Efficiency: Evaluating the Different Techniques for Improving the Energy Efficiency of The Electric Powertrain       Improving group         14:00       Powertrain Efficiency: Evaluating the Different Techniques for Improving the Energy Efficiency of The Electric Powertrain and Cost Management, P3 Group       Improving Senter Adventage of Activities on Show Floor         14:00       Regretaria, Global Electrification Services Leader, HORIBA MIRA The Development o	The Role Han-Hein Evaluation 10:30 11:00 E-Motor Includin Thermal Moderate Christian Motor To Quentin V Determin Michael L Examinin Motor Te	of In-Wheel Motors in Future Transportation Spit, Vice President, Bosch Transmission Technology B.V. Ig the Potential of CVT Technology in Improving Electrified Powertrains Networking Break: Coffee & Refreshments in the Foyer Developments: Latest Developments In E-Motors and Powertrain Design Ig; Alternatives to Rare Earth Magnets, Axial Flux Motor Technology and I Management or Jared Kearby, Principal Analyst, Power Technology Research Pronovost, Sr. Product Manager, Dana Incorporated pology Selection for Electric Vehicles	$\widehat{Pr}_{b} \xrightarrow{Power Technology} Research$
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<ul> <li>11:00 E-Motor Developments: Latest Developments In E-Motors and Powertrain Design Including: Alternatives to Rare Earth Magnets, Axial Flux Motor Technology and Thermal Management</li> <li>Moderator Jared Kearby, Principal Analyst, Power Technology Research</li> <li>Christian Pronovost, Sr. Product Manager, Dana Incorporated Motor Topology Selection for Electric Vehicles</li> <li>Quentin Werner, Electric Machine Design Engineer, Daimler</li> <li>Determining the Optimum Rotor-Topology for Electric Drives</li> <li>Michael Lampérth, CEO, Phi-Power</li> <li>Examining the Latest Developments in and the Potential of Axial Flux Motor Technology</li> <li>Peter van Duijsen, Researcher, TU Delft</li> <li>Simulating Thermal Management for E-Motors and Power Electronics</li> <li>14:00 Powertrain Efficiency: Evaluating the Different Techniques for Improving the Energy Efficiency of The Electric Powertrain</li> <li>Moderator/Speaker Robert Stanek, Lead Electric Powertrain and Cost Management, P3 Group</li> <li>Greg Harris, Global Electrification Services Leader, HORIBA MIRA The Development of Efficient Electric Powertrains</li> <li>Johan Vanhuyse, Research &amp; Application Engineer, Siemens Industry Software</li> <li>Constraint Efficiency: Evaluation Engineer, Siemens Industry Software</li> </ul>	11:00 E-Motor Includin Thermal Moderate Christian Motor To Quentin V Determin Michael L Examinin Motor Te	Developments: Latest Developments In E-Motors and Powertrain Design ag; Alternatives to Rare Earth Magnets, Axial Flux Motor Technology and Management or Jared Kearby, Principal Analyst, Power Technology Research Pronovost, Sr. Product Manager, Dana Incorporated pology Selection for Electric Vehicles	J <sup>rr</sup> <sup>R</sup> L Research
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Determining the Optimum Rotor-Topology for Electric Drives       DAIMLER         Michael Lampérth, CEO, Phi-Power       Examining the Latest Developments in and the Potential of Axial Flux         Motor Technology       Peter van Duijsen, Researcher, TU Delft         Simulating Thermal Management for E-Motors and Power Electronics       Image: Comparison of the Comparison of the Electric Power Electronics         12:30       Networking Lunch & Opportunity to Take Advantage of Activities on Show Floor         14:00       Powertrain Efficiency: Evaluating the Different Techniques for Improving the Energy Efficiency of The Electric Powertrain         Moderator/Speaker Robert Stanek, Lead Electric Powertrain and Cost Management, P3 Group       Df group         Greg Harris, Global Electrification Services Leader, HORIBA MIRA       The Development of Efficient Electric Powertrains         Johan Vanhuyse, Research & Application Engineer, Siemens Industry Software       Comparison of Emprecision and Evaluating Hybrid	Determin Michael L Examinin Motor Te	Verner Electric Machine Decign Engineer Deimler	
Examining the Latest Developments in and the Potential of Axial Flux Motor Technology       Image: Constraint of the Potential of Axial Flux Motor Technology         Peter van Duijsen, Researcher, TU Delft Simulating Thermal Management for E-Motors and Power Electronics       Image: Constraint of the Potential of Axial Flux Simulating Thermal Management for E-Motors and Power Electronics         12:30       Networking Lunch & Opportunity to Take Advantage of Activities on Show Floor         14:00       Powertrain Efficiency: Evaluating the Different Techniques for Improving the Energy Efficiency of The Electric Powertrain         Moderator/Speaker Robert Stanek, Lead Electric Powertrain and Cost Management, P3 Group       Image: Comparison of Efficient Electric Powertraint         Greg Harris, Global Electrification Services Leader, HORIBA MIRA The Development of Efficient Electric Powertrains       Image: Comparison of Efficient Electric Powertraint         Johan Vanhuyse, Research & Application Engineer, Siemens Industry Software       Comparison of Efficient Electric Powertraint of Efficient Electric Powertraint	Examinin Motor Te		DAIMLER
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14:00       Powertrain Efficiency: Evaluating the Different Techniques for Improving the Energy Efficiency of The Electric Powertrain         Moderator/Speaker Robert Stanek, Lead Electric Powertrain and Cost Management, P3 Group       P3         Greg Harris, Global Electrification Services Leader, HORIBA MIRA       P3         The Development of Efficient Electric Powertrains       Image: Creating and Evaluating Hybrid			<b>f</b> UDelft
the Energy Efficiency of The Electric Powertrain         Moderator/Speaker Robert Stanek, Lead Electric Powertrain and Cost Management, P3 Group         Greg Harris, Global Electrification Services Leader, HORIBA MIRA         The Development of Efficient Electric Powertrains         Johan Vanhuyse, Research & Application Engineer, Siemens Industry Software         Generative Engineering: Automatically Creating and Evaluating Hybrid	12:30 Ne	tworking Lunch & Opportunity to Take Advantage of Activities on Show Floor	
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Powertrain Architectures	Generati	ve Engineering: Automatically Creating and Evaluating Hybrid	SIEMENS
15:15 Networking Refreshments in Conference Foyer	15:15	Networking Refreshments in Conference Foyer	
15:45 Race Track to The Road: Evaluating the Latest Second Generation Race Technology	15:45 Race Tra	ack to The Road: Evaluating the Latest Second Generation Race Technology	7
	Moderate	or/Speaker Jana Kirchen, Consultant, P3 Group	<b>P3</b> group
Moderator/Speaker Jana Kirchen, Consultant, P3 Group	Jason Kir <b>Race to t</b>	ng, Business Development Director, Integral Powertrain	integral e-drive

Rosen Daskalov, Founder, Sin Cars

17:00

Outlining the L City Is a Multifunctional Electric Vehicle Platform - Charting the Evolution of Sin Cars from Race Track to The Road

Anthony Law, Head of Motorsport Batteries, McLaren Applied Technologies

Close of Day Two and Evening Drinks Reception in Exhibition Hall

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McLaren



# Daily Agenda Day 2 - Wednesday 8 May









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## Track 1 **Optimising Automotive Battery Technology Design**

		-8
08:30	Welcome Address Paul Freeland, Principal Engineer, Cosworth	COSWORTH
08:45	Balancing Functionality and Application Design in OEM Platform & Battery Developr	nent
	Dr Kai-Christian Moeller, Spokesman, Fraunhofer Batteries Development Perspectives for Cell Formats of Lithium-Ion Batteries in Electromobility	Fraunhofer
	Karsten Mueller, Senior Vice President High Voltage Systems Management, IAV GmbH EMBATT – A New Approach To Battery Design	engineering
	AK Srouji, Director of Battery Cell Technology, Romeo Power	B ROMEO POWER TECHNOLOGY
	Dustin Grace, VP of Engineering, Energy Storage and Power Systems, Proterra	PROTERRA
10:30	Networking Break: Coffee & Refreshments in the Foyer	
11:00	Electrification for the Masses: Optimising 48V Battery Systems for Mild-Hybrids	
	Moderator Paul Freeland, Principal Engineer, Cosworth	Cosworth
	Michael Bassett, Chief Engineer - Research & Advanced Engineering, MAHLE Powertrain Limited 48 V High-Power Battery for Mild-hybrid Electric Powertrains	Powertrain
	Ian Braime, Executive Director, Low Voltage Product Management, A123 Systems Key Considerations When Selecting Battery Solutions for 48V Applications	A123
	Phil Shaw, Product Line Director, Johnson Controls Why LTO Based Chemistries are The Future of 48V Batteries	Johnson Controls
12:30	Networking Lunch & Opportunity to Take Advantage of Activities on Show Floor	
14:00	Investigating Advances in Modular Pack Design and Applications	
	Paul Freeland, Principal Engineer, Cosworth	COSWORTH
	Paweł Swoboda, Electric Vehicles Business Development Manager, BMZ POLAND Current and Future Modularity Approach in Heavy Electrical Vehicle Battery Systems	THE INNOVATION GROUP
	Martin Klein, Senior Vice President of Engineering, XALT Energy LLC	/
	Extending Vehicle Mission Capabilities with Adaptive Battery Modules and Controls	XALT Energy
	Tobias Mayer, Technical Manager, LION Smart GmbH Modular Battery Packs on the Basis of Different Cell Technologies and Geometries – Outlook to Cylindrical System Design	LION C Smart
15:15	Networking Break: Coffee & Refreshments in the Foyer	
15:45	Extending Battery Life, Range and Performance through Battery Management Syster	ns
	Moderator Paul Freeland, Principal Engineer, Cosworth	COSWORTH
	Roland Biberger, System Architect Electronics HV-Battery, Audi Future Trends in High-Voltage Battery Electronics	
	Joel Sylvester, Chief Technology Officer, Dukosi Ltd BAFTA - A Toolkit for Design and Optimised Operation of EV Batteries	D U K O S I
	Oskar Dondelewski, Advanced Operations Engineer, Aston Martin	ASTON MARTIN
	Samuel Cregut, Battery Management System Expert, Groupe Renault A BMS Breakthrough: an OEM Theoretical and Proof Of Concept Approach to Wireless BMS	Groupe Renault
	Alexandre Collet, Chief Technology Officer, ION Energy Inc. Battery Intelligence: Using Data to Make the BMS Smarter and Improve Battery Life and Performance	<b>ION</b> ENERGY
17:00	Close of Day Two and Evening Drinks Reception in Exhibition Hall	

# **Track 2 Battery Chemistries: Increasing Energy**

Den	sity & Future Battery
08:30	Moving Toward Higher Nickel Chemist
	Moderator Andy Leyland, Head of Forecastin
	Claudio Brivio, R&D Engineer, CSEM The High Energy Density Challenge in Sola
	Dr Dee Strand, CSO, Wildcat Discovery Tech Accelerating Development of High Nickel (
	Joanna Clark, Head of Product Development Next Generation High-Energy Low-Cobalt Stability and Safety
	Raymond Oei, CEO, PT STERN Considering Manganese As the Key to Lov
10:30	Networking Break: Co
11:00	Pushing the Limits of Lithium-Ion Cell
	Moderator Jim Greenberger, Executive Direc
	Kenan Sahin, President and Founder, CAMX Innovation for Lithium-Ion Batteries: Gaps
	Dr Wasim Sarwar, Technical Specialist – Batt Development of Cutting-Edge Battery Pac
	Tobias Placke, Head of Division "Materials", University of Münster Towards High-Energy Lithium-Ion Batterie Intercalation Chemistry
	Andrey Senyut, CEO, OCSiAl Energy Reaching 300 Wh/kg Energy Density with ( Energy Si/C/SiO Anodes
12:30	Reaching 300 Wh/kg Energy Density with (
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#### Day 2 - Wednesday 8 May

